2004 Annual Assessment

Motor Vehicle Traffic Crash Fatality Counts and Injury Estimates for 2004

Based on

The Fatality Analysis Reporting System (FARS)
and
The National Automotive Sampling System
General Estimates System (NASS GES)

DOT HS 809 923

August 2005

2004 Annual Assessment

This presentation supersedes the presentation released on September 6th 2005.

The data and statements relating to fatality rates are updated based on the latest available exposure data from the Federal Highway Administration.

Some edits were made to the following slides: 9-13, 34-38, 61, 120, 131.

This report updates the 2004 Projections released in April 2005, which were based on a statistical procedure using incomplete/partial data.

This report also compares fatality counts and injury estimates resulting from motor vehicle traffic crashes occurring in 2004 with counts and estimates from final 2003 files.

Counts and estimates are based on Fatality Analysis Reporting System (FARS) and NASS General Estimates System (GES) files, as indicated in the sources listed on page 4.

The fatality counts for 2004 will be updated based on final FARS files released next year. Data from 2003 are final and will not be updated again.

2004 Annual Assessment

Since the fatality counts from FARS data are based on a census of fatal traffic crashes, the fatality data contained in the following tables are not subject to sampling error.

However, the injury estimates from NASS GES data are based on a nationally representative sample of police-reported crashes and hence are subject to sampling errors.

The changes in injury data between 2003 and 2004 that are statistically significant (where applicable) are indicated in the respective tables with a foot note.

Data Sources

- Crash Data
  - Fatality Analysis Reporting System (FARS)
    - 2003 (and prior years) Final File
    - 2004 Annual Report File
  - NASS General Estimates System (GES)
    - 2004 (and prior years) Annual File
- Exposure Data
  - Vehicle Miles of Travel (VMT)
    - Federal Highway Administration (FHWA)
      2004 & Prior Years – Annual Highway Statistics Publication
  - Registered Vehicles
    - Based on NHTSA's Projections, R.L.Polk & FHWA
  - Population Estimates (based on 2000 Census)
    - Census Bureau

2004 Annual Assessment
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2004 Annual Assessment Highlights

2004 Annual Assessment Highlights

The Number of Persons
Killed and Injured
in Motor Vehicle Crashes in 2004
dropped from 2003,
Killed by 0.6% and
Injured by 3.5%

Persons Killed and Injured

	Year		% Change
	2003	2004	
Persons Killed	42,884	42,636	-0.6%
Persons Injured	2,889,000	2,788,000	-3.5%*

*Changes in Persons Injured are statistically significant at 95% confidence intervals.
Sources: FARS, NASS GES

2004 Annual Assessment Highlights

The Motor Vehicle Crash Fatality Rate Per 100 Million VMT declined 2.7%, to the lowest since record keeping began 30 years ago

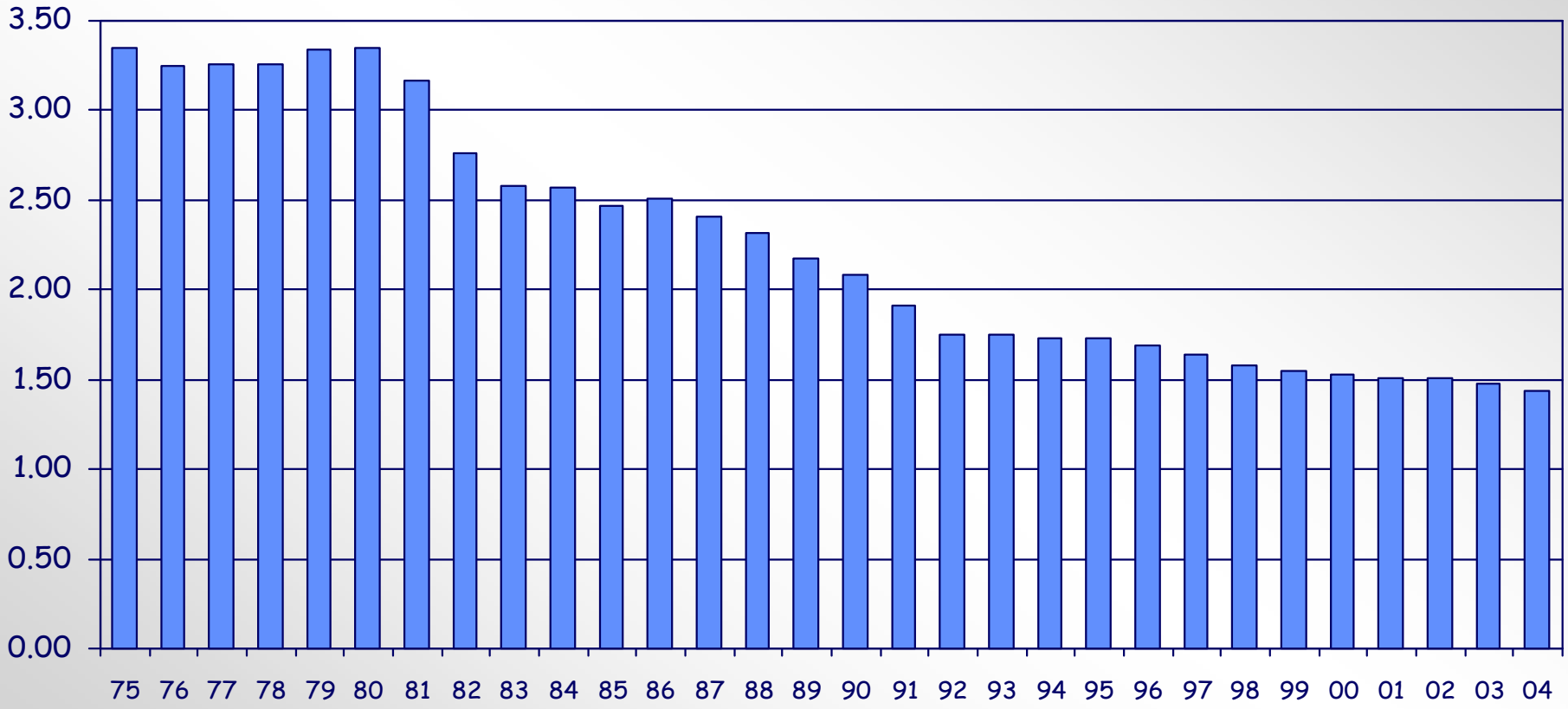
Exposure Data and Rates

Exposure Measure	Year		% Change
	2003	2004	
Vehicle Miles Traveled*	2,890,450	2,962,513	+2.5%
Fatality Rate/100M VMT	1.48	1.44	-2.7%

*FHWA's 2004 Highway Statistics

Sources: FARS, FHWA

Fatality Rate Per 100 Million VMT, by Year



Sources: FARS, FHWA

2004 Annual Assessment Highlights

Had

the 2004 Fatality Rate / 100M VMT

Remained at the 2003 Level,

an Additional

1,209 People

Would have Died

Lives Saved

Exposure Measure	Year	
	2003	2004
Vehicle Miles Traveled*	2,890,450	2,962,513
Fatalities	42,884	42,636
Rate/100M VMT	1.48	1.44
Estimated Fatalities in 2004 at 2003 Rate		43,845
Lives Saved in 2004		1,209

*FHWA's Highway Statistics 2004

Sources: FARS, FHWA

2004 Annual Assessment Highlights

27 States, The District of Columbia and Puerto Rico had Decreases in Total Number of Fatalities

Largest Absolute Decreases:

Texas: -238

Michigan: -124

California: -104

Highest Percentage Decreases:

District of Columbia: -36%

Rhode Island: -20%

Minnesota, Nebraska and Montana: -13%

2004 Annual Assessment Highlights

Motor Vehicle Occupant
and
Non-Occupant
Fatalities Declined
However,
Motorcycle Rider fatalities
Increased for the 7th year in a Row

Persons Killed in Motor Vehicle Crashes, by Role

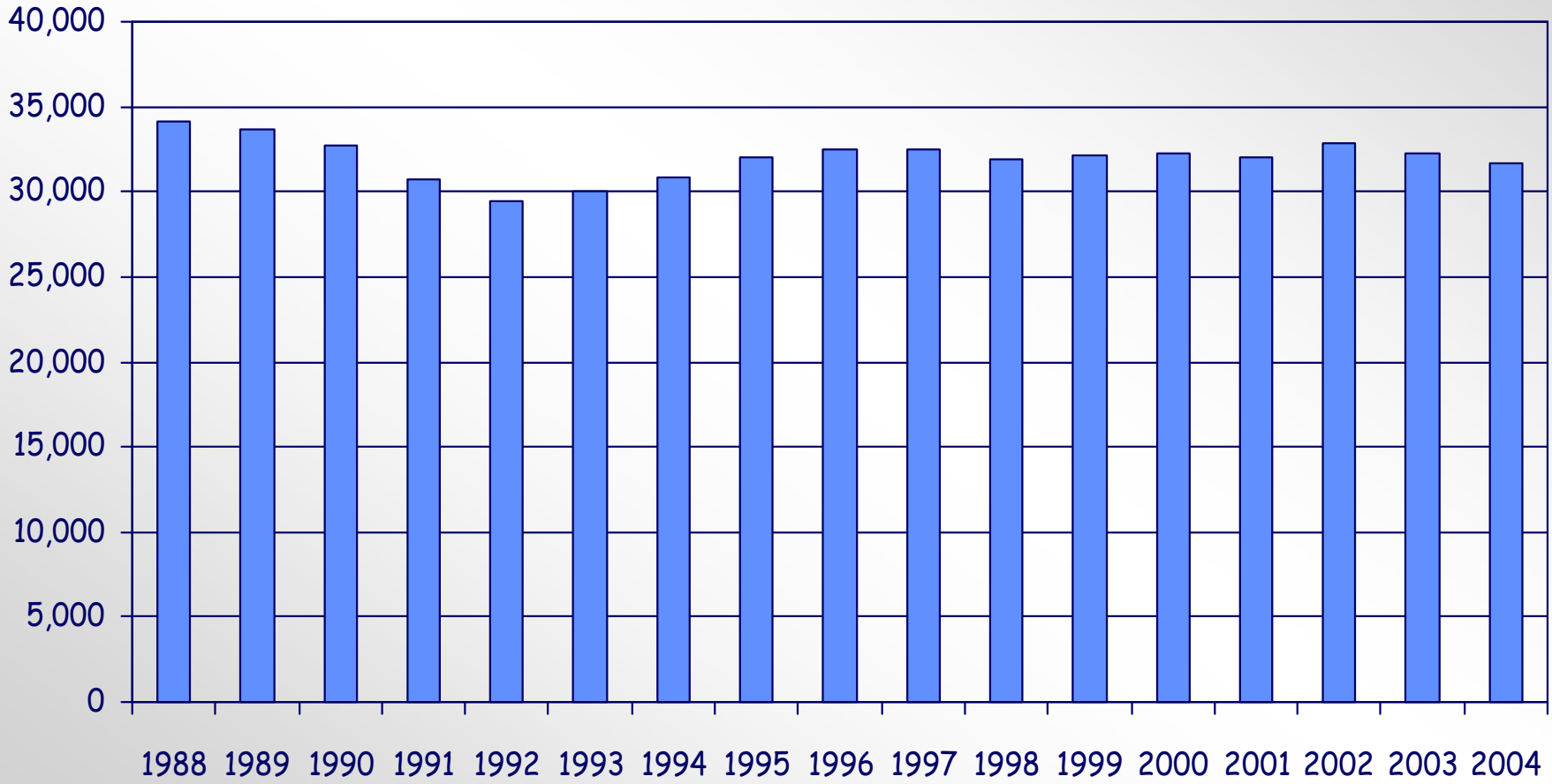
Role	2003	2004	Change	% Change
Occupants	33,627	33,134	-493	-1.5%
Motorcycle Riders	3,714	4,008	+294	+7.9%
Non-Occupants	5,543	5,494	-49	-0.9%
TOTAL	42,884	42,636	-248	-0.6%

Source: FARS

2004 Annual Assessment Highlights

The 578 Drop in Passenger Vehicle Occupant Fatalities Is the Largest Drop Both in Terms of Number and Percent Since 1992

Passenger Vehicle Occupant Fatalities, by Year



Source: FARS

2004 Annual Assessment Highlights

Total Alcohol-Related Fatalities Declined (2.4%) to the Lowest Level Since 1999

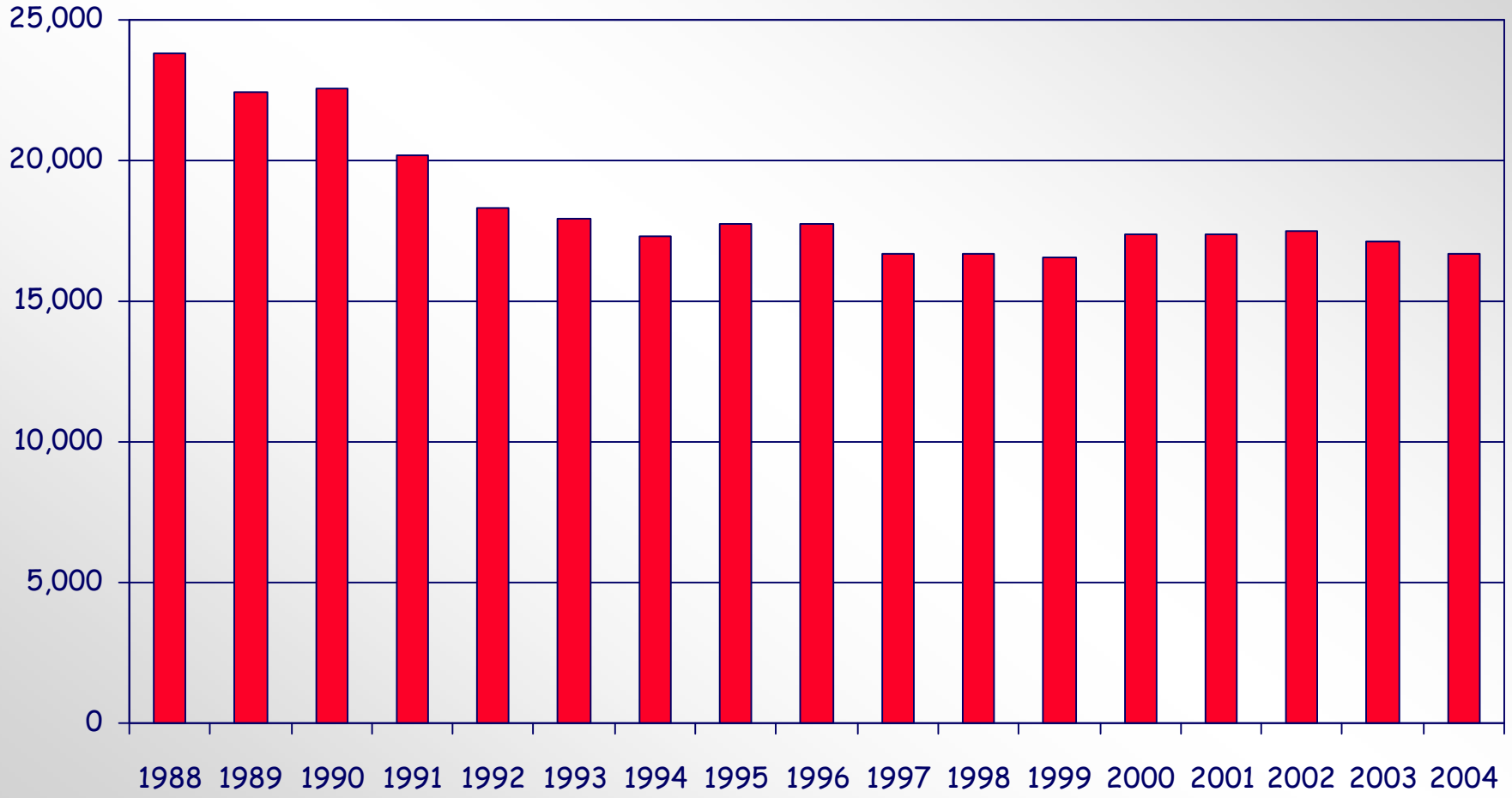
High BAC Fatalities Declined by 1.8%

Persons Killed by Highest BAC in Crash

Highest BAC in Crash	Year		% Change
	2003	2004	
Total Alcohol-Related	17,105	16,694	-2.4%
.01 <= Max BAC <= .07	2,427	2,285	-5.9%
Max BAC >= .08	14,678	14,409	-1.8%

Source: FARS

Persons Killed in Alcohol-Related Traffic Crashes, by Year



Source: FARS

2004 Annual Assessment Highlights

The Percentage of Unrestrained Passenger Vehicle Occupants Killed in Crashes

Declined again

Which may reflect the Increasing Use of Safety Belts

Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use*

Restraint Use	Year			
	2003		2004	
Persons Killed	32,271		31,693	
Restraint Used**	14,075	44%	14,118	45%
Restraint Not Used	18,196	56%	17,575	55%

*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories. Restraint use was unknown for 8% of passenger vehicle occupant fatalities in 2003 and 7% in 2004.

** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS

2004 Annual Assessment Highlights

- The Number of Passenger Vehicle Occupants Killed in Rollover Crashes **Increased** by **1.1%**

- The Passenger Vehicle Occupant Fatality Rate per 100,000 Registered Vehicles in Rollover Crashes **Declined** by **1.9%**

Passenger Vehicle Occupant Fatalities and Fatality Rate* in Rollover Crashes

	2003	2004	% Change
Fatalities	10,442	10,553	+1.1%
Fatality Rate*	4.82	4.73	-1.9%

*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L Polk

2004 Annual Assessment Highlights

The Number of Fatalities Increased for

- Children 0 – 3 years by 3.2%
- Children 4 – 7 years by 2.7%

The Number of Fatalities for Children 8 – 15 years remained essentially unchanged

Children, Ages 0 – 15, Killed in Motor Vehicle Crashes, by Age Group

Age Group	Year		% Change
	2003	2004	
0 – 3 Years	494	510	+3.2%
4 – 7 Years	474	487	+2.7%
8 – 15 Years	1,611	1,608	-0.2%

Source: FARS

Comparison of 2004 Data to 2003 Data and Long Term Trends

2004 Data Show

- 248 fewer persons died in Motor Vehicle Traffic Crashes as compared to 2003 – a decline of 0.6%
- The Number of Persons Injured dropped by 3.5%*
- The Number of Non-Fatal crashes declined by 2.3%*

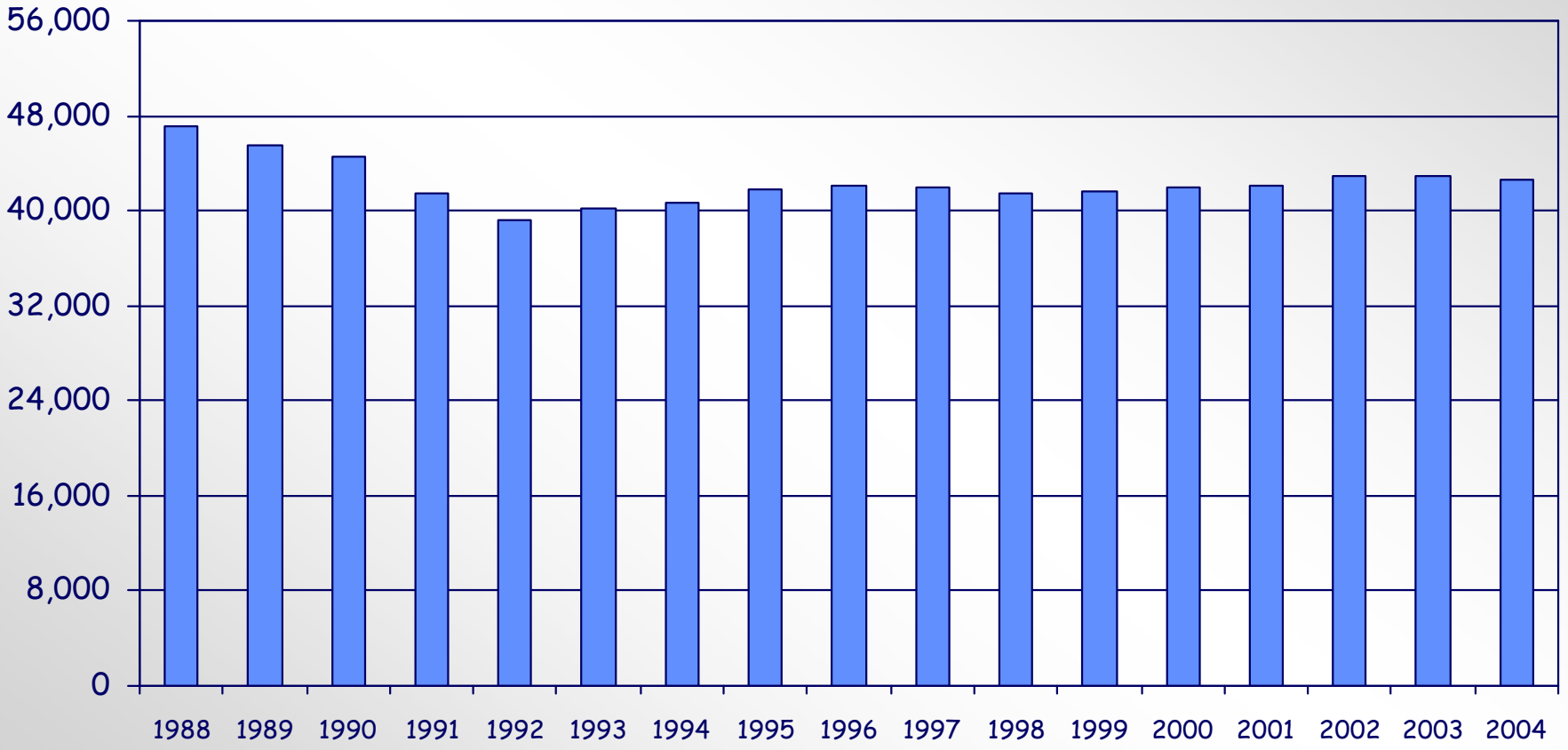
*Statistically significant at 95% confidence Intervals

Persons Killed and Injured and Number of Crashes

	Year		% Change
	2003	2004	
Persons Killed	42,884	42,636	-0.6%
Persons Injured	2,889,000	2,788,000	-3.5%*
Fatal Crashes	38,477	38,253	-0.6%
Nonfatal Crashes	6,289,000	6,143,000	-2.3%*
Injury Crashes	1,925,000	1,862,000	-3.3%
Property-Damage-Only	4,365,000	4,281,000	-1.9%

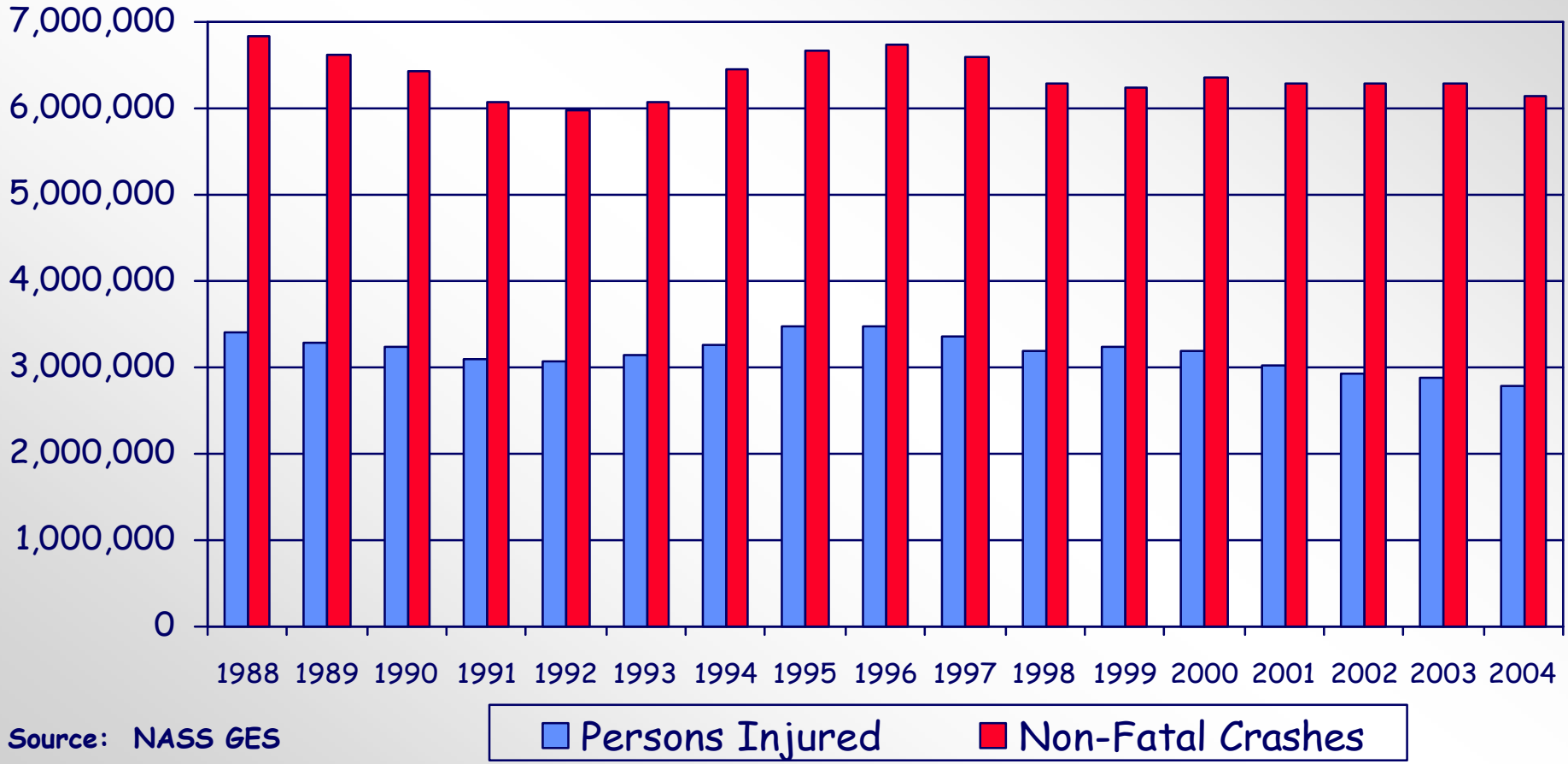
*Changes in Persons Injured and Nonfatal Crashes are statistically significant at 95% confidence intervals.
Sources: FARS, NASS GES

Persons Killed in Traffic Crashes by Year



Source: FARS

Non-Fatal Crashes and Persons Injured, by Year



Source: NASS GES

2004 Data Show …

- Measures of Exposure

  Vehicle Miles of Travel
  Registered Vehicles
  Total U.S. Population

  All Increased

Exposure Data

Exposure Measure	Year		% Change
	2003	2004	
Vehicle Miles Traveled (millions)*	2,890,450	2,962,513	+2.5%
Registered Vehicles**	230,788,209	237,961,437	+3.1%
Population	290,788,976	293,655,404	+1.0%

*FHWA's 2004 Highway Statistics

**Based on NHTSA's Projections

Sources: R.L. Polk, FHWA, Census Bureau

2004 Data Show …

- Fatalities per 100 million VMT declined 2.7% and remained below 1.50 for the second consecutive year

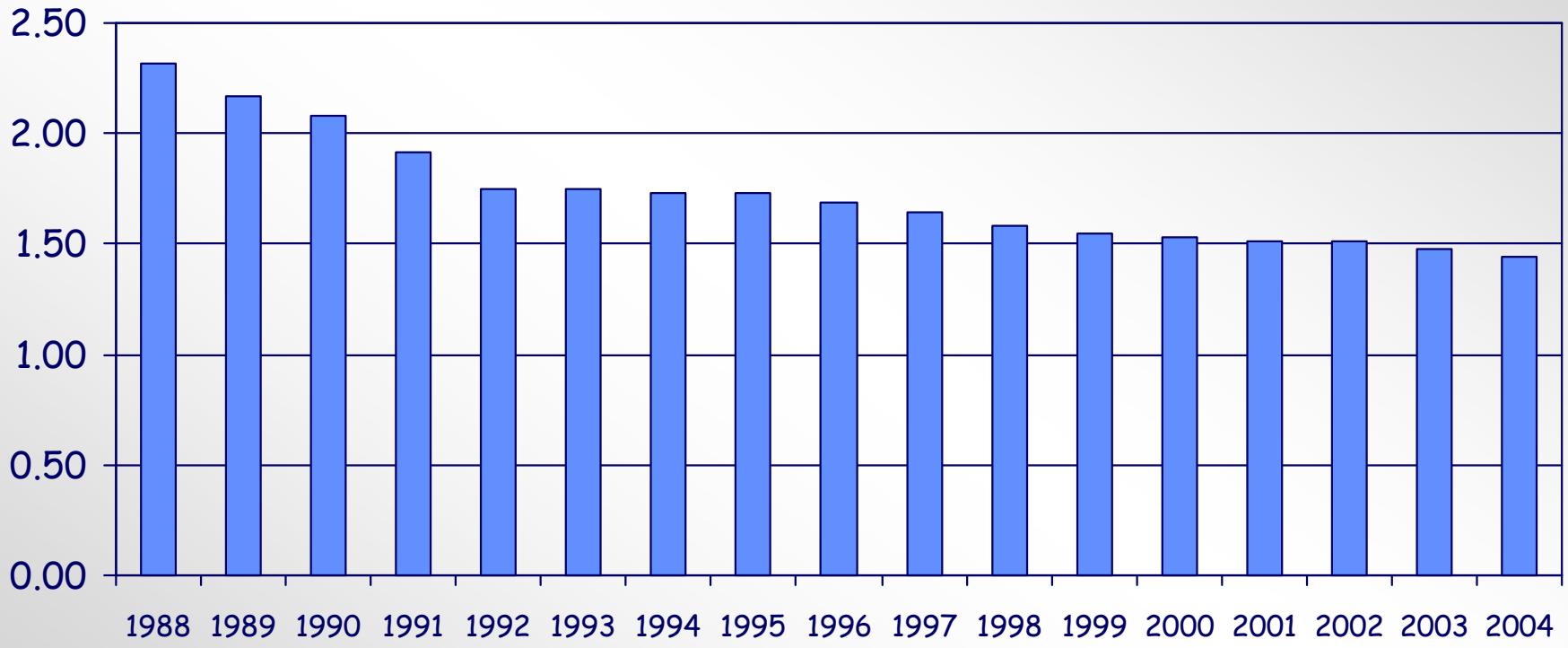
- Other Fatality and Injury Rates also continued to decline

Motor Vehicle Crash Fatality and Injury Rates

Rate	Year		% Change
	2003	2004	
Persons Killed			
/100M VMT	1.48	1.44	-2.7%
/100K Reg. Vehicles*	18.59	17.92	-3.6%
/100K Population	14.75	14.52	-1.6%
Persons Injured			
/100M VMT	100	94	-6.0%
/100K Reg. Vehicles*	1,252	1,172	-6.4%
/100K Population	993	950	-4.3%

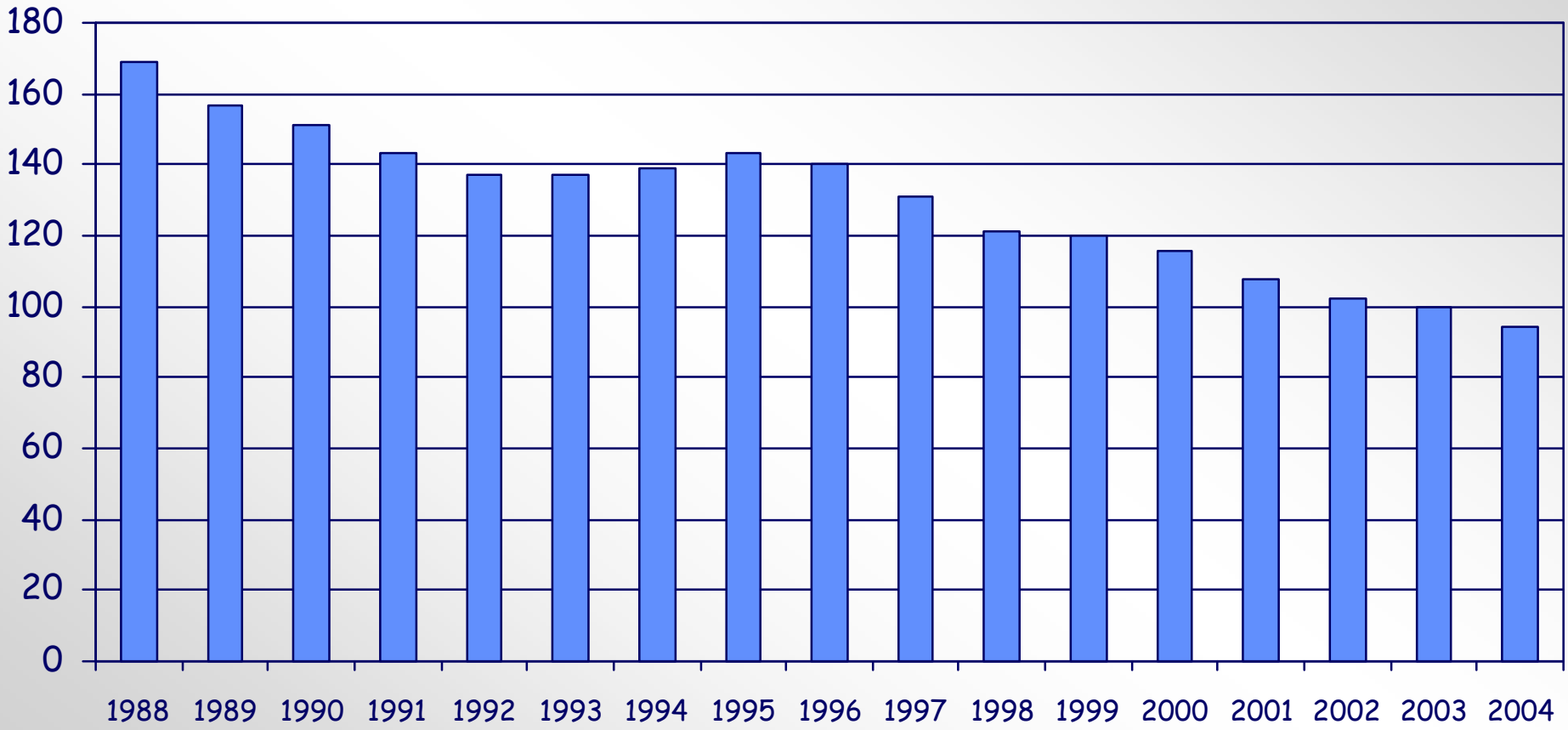
*Reg. Vehicles Based on NHTSA's Adjustments to FHWA data
Sources: FARS, NASS GES, FHWA, and Census Bureau

Fatality Rate Per 100 Million VMT, by Year



Sources: FARS / FHWA VMT

Injury Rate Per 100 Million VMT, by Year



Sources: NASS GES / FHWA VMT

Fatalities by State

- 27 States, The District of Columbia and Puerto Rico had Decreases in the Total Number of Fatalities
  - Largest Absolute Decreases
    - Texas: -238
    - Michigan: -124
    - California: -104
  - Highest Percentage Decreases
    - District of Columbia: -36%
    - Rhode Island: -20%
    - Minnesota, Nebraska, Montana: -13%

Number of Persons Killed in Motor Vehicle Traffic Crashes, By State

State	2003	2004	% Change	State	2003	2004	% Change
Alabama	1,004	1,154	+15%	Florida	3,169	3,244	+2.4%
Alaska	98	101	+3.1%	Georgia	1,603	1,634	+1.9%
Arizona	1,118	1,150	+2.9%	Hawaii	133	142	+6.8%
Arkansas	640	704	+10%	Idaho	293	260	-11%
California	4,224	4,120	-2.5%	Illinois	1,454	1,356	-6.7%
Colorado	642	665	+3.6%	Indiana	833	947	+14%
Connecticut	298	291	-2.3%	Iowa	443	390	-12%
Delaware	142	134	-5.6%	Kansas	469	461	-1.7%
Dist of Columbia	67	43	-36%	Kentucky	928	964	+3.9%

Source: FARS

Number of Persons Killed in Motor Vehicle Traffic Crashes, By State

State	2003	2004	% Change	State	2003	2004	% Change
Louisiana	940	904	-3.8%	Nebraska	293	254	-13%
Maine	207	194	-6.3%	Nevada	368	395	+7.3%
Maryland	650	643	-1.1%	New Hampshire	127	171	+35%
Massachusetts	462	476	+3.0%	New Jersey	733	731	-0.3%
Michigan	1,283	1,159	-9.7%	New Mexico	439	521	+19%
Minnesota	655	567	-13%	New York	1,493	1,493	0%
Mississippi	872	900	+3.2%	North Carolina	1,553	1,557	+0.3%
Missouri	1,232	1,130	-8.3%	North Dakota	105	100	-4.8%
Montana	262	229	-13%	Ohio	1,274	1,286	+0.9%

Source: FARS

Number of Persons Killed in Motor Vehicle Traffic Crashes, By State

State	2003	2004	% Change	State	2003	2004	% Change
Oklahoma	671	774	+15%	Utah	309	296	-4.2%
Oregon	512	456	-11%	Vermont	69	98	+42%
Pennsylvania	1,577	1,490	-5.5%	Virginia	943	925	-1.9%
Rhode Island	104	83	-20%	Washington	600	563	-6.2%
South Carolina	969	1,046	+7.9%	West Virginia	394	411	+4.3%
South Dakota	203	197	-3.0%	Wisconsin	848	792	-6.6%
Tennessee	1,193	1,288	+8.0%	Wyoming	165	164	-0.6%
Texas	3,821	3,583	-6.2%	National	42,884	42,636	-0.6%
				Puerto Rico	495	494	-0.2%

Source: FARS

Fatalities and Injuries by Person Role and Vehicle Characteristics

2004 Annual Assessment

Motor Vehicle Occupant and Non-Occupant Fatalities Declined

Occupants: -1.5%

Non-Occupants: -0.9%

Motorcycle Rider Fatalities Increased 7.9%

Persons Killed in Motor Vehicle Crashes, by Role

Role	Year		Change	% Change
	2003	2004		
Occupants*	33,627	33,134	-493	-1.5%
Drivers	23,352	23,063	-289	-1.2%
Passengers	10,171	9,991	-180	-1.8%
Motorcycle Riders	3,714	4,008	+294	+7.9%
Non-Occupants	5,543	5,494	-49	-0.9%
Pedestrians	4,774	4,641	-133	-2.8%
Pedalcyclists	629	725	+96	+15%
Other**	140	128	-12	-8.6%
TOTAL	42,884	42,636	-248	-0.6%

*Includes unknown occupants of motor vehicles in transport.

Source: FARS

**Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

Persons Injured in Motor Vehicle Crashes, by Role

Role	Year		% Change
	2003	2004	
Occupants	2,697,000	2,594,000	-3.8%*
Drivers	1,840,000	1,782,000	-3.2%
Passengers	857,000	811,000	-5.4%
Motorcycle Riders	67,000	76,000	+13%*
Non-Occupants	124,000	118,000	-4.8%
Pedestrians	70,000	68,000	-2.9%
Pedalcyclists	46,000	41,000	-11%
Other**	8,000	9,000	+13%
TOTAL	2,889,000	2,788,000	-3.5%

Note: Totals may not add due to rounding. Percentages computed after rounding. **Source: NASS GES**
*Changes in Occupants and Motorcycle Riders injured are statistically significant at 95% confidence intervals.
**Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

2004 Data Show ...

- Occupant Fatalities in Passenger Cars declined by 3.2%
- Occupant Fatalities in LTV's increased by 0.4%
  - Increased in SUVs by 5.6%
- Occupant Fatalities in Large Trucks increased by 4.8%

Occupants Killed in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		Change	% Change
	2003	2004		
Passenger Vehicles	32,271	31,693	-578	-1.8%
Passenger Cars	19,725	19,091	-634	-3.2%
LTVs*	12,546	12,602	+56	+0.4%
Vans	2,080	2,036	-44	-2.1%
SUVs	4,483	4,735	+252	+5.6%
Pickup Trucks	5,957	5,801	-156	-2.6%
Large Trucks	726	761	+35	+4.8%
Other Vehicles**	518	556	+38	+7.3%
Unknown Vehicle Type	112	124	+12	+11%

*LTV = Pickup Truck, Van, Sport Utility Vehicle and other/unknown LTVs

Source: FARS

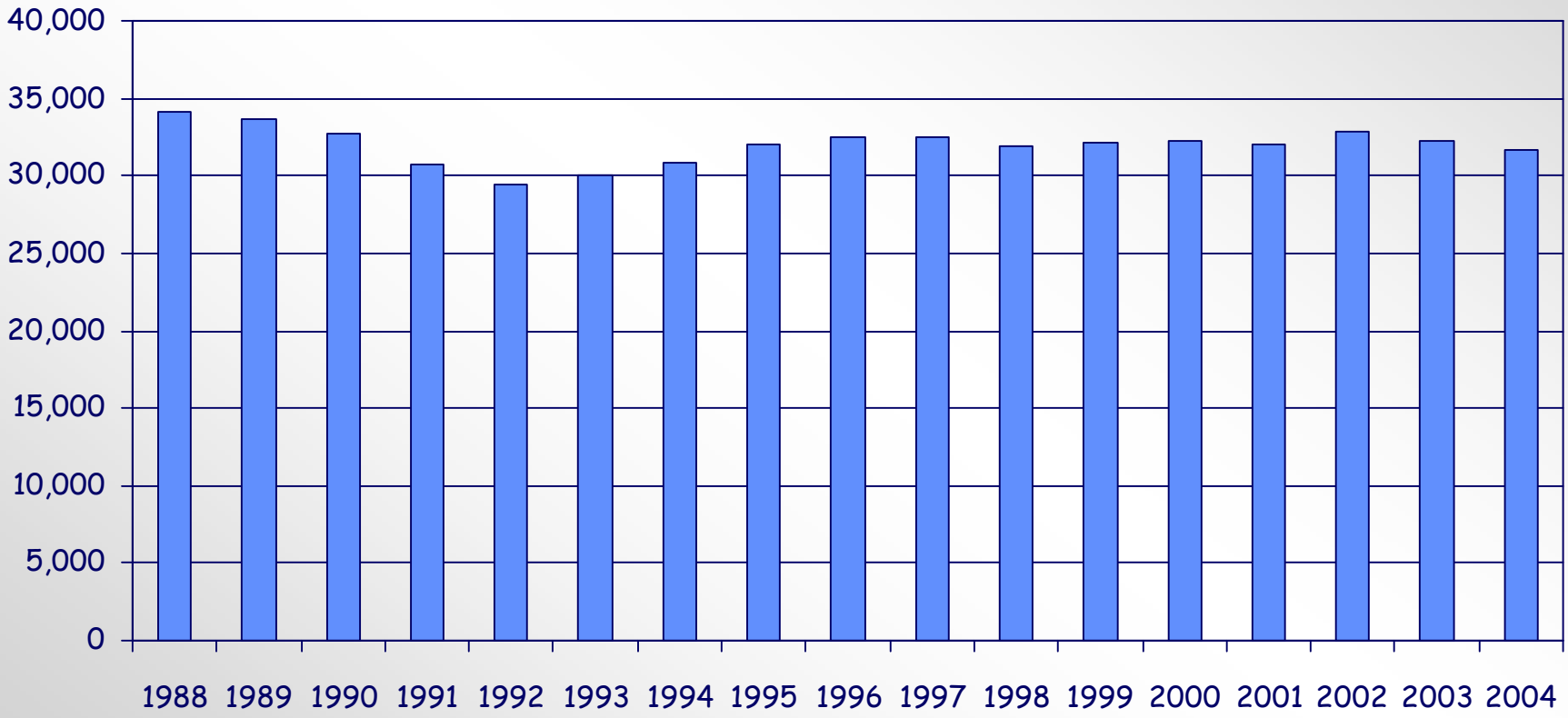
**Includes vehicle occupant fatalities in buses and other, e.g., farm equipment, construction equipment, etc., vehicle types. Excludes motorcycle riders.

Occupants Injured in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2003	2004	
Passenger Vehicles	2,646,000	2,543,000	-3.9%
Passenger Cars	1,756,000	1,643,000	-6.4%*
LTVs**	889,000	900,000	+1.2%
Vans	203,000	211,000	+3.9%
SUVs	338,000	364,000	+7.7%*
Pickup Trucks	333,000	309,000	-7.2%*
Large Trucks	27,000	27,000	0%
Other Vehicles***	25,000	24,000	-4.0%

Note: Totals may not add due to rounding. Percentages computed after rounding. **Source: NASS GES**
*Changes in Passenger Cars, SUVs and Pickup Trucks are statistically significant at 95% confidence intervals
**LTV = Pickup Truck, Van, Sport Utility Vehicle and other/unknown LTVs
***Includes vehicle occupants injured in buses and other vehicle types. Excludes motorcycle riders.

Occupants Killed in Passenger Vehicles, by Year



Source: FARS

2004 Annual Assessment Shows

- The number of registered vehicles increased for all types of passenger vehicles.
- Among all types of passenger vehicles, SUVs had the largest increase (11%) in registrations.

Registered Passenger Vehicles, by Vehicle Type

Type of Vehicle	2003	2004	% Change
Passenger Vehicles*	216,729,606	223,213,958	+3.0%
Passenger Cars	131,549,941	133,275,377	+1.3%
Light Trucks and Vans	85,179,665	89,938,581	+5.6%
Vans	18,555,362	18,931,753	+2.0%
SUVs	28,354,796	31,415,143	+11%
Pickup Trucks	37,288,653	38,557,291	+3.4%

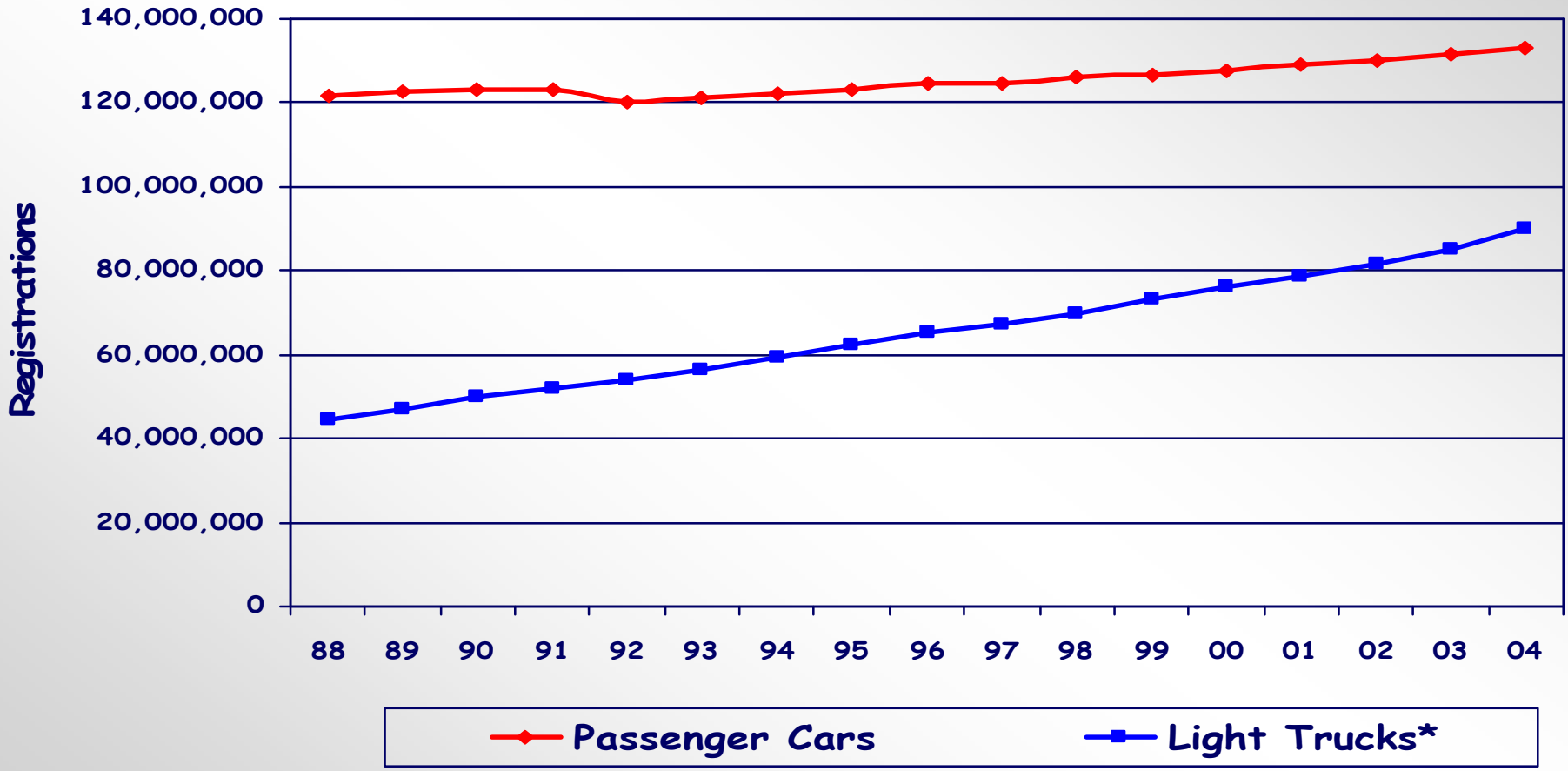
*Includes Other Light Trucks

Source: R.L.Polk

2004 Data Show ...

- LTV Registrations continue to Increase at a faster rate than Registrations of Passengers Cars

Passenger Vehicle Registrations by Year



*Light Trucks include SUVs, Vans, Pickup Trucks and Other/Unknown Light Trucks

Source: R.L. Polk

2004 Data Show ...

- The Passenger Vehicle Occupant Fatality Rate per 100,000 Registered Vehicles Declined for all types of Vehicles

Passenger Vehicle Occupant Fatality Rate*, by Type of Vehicle

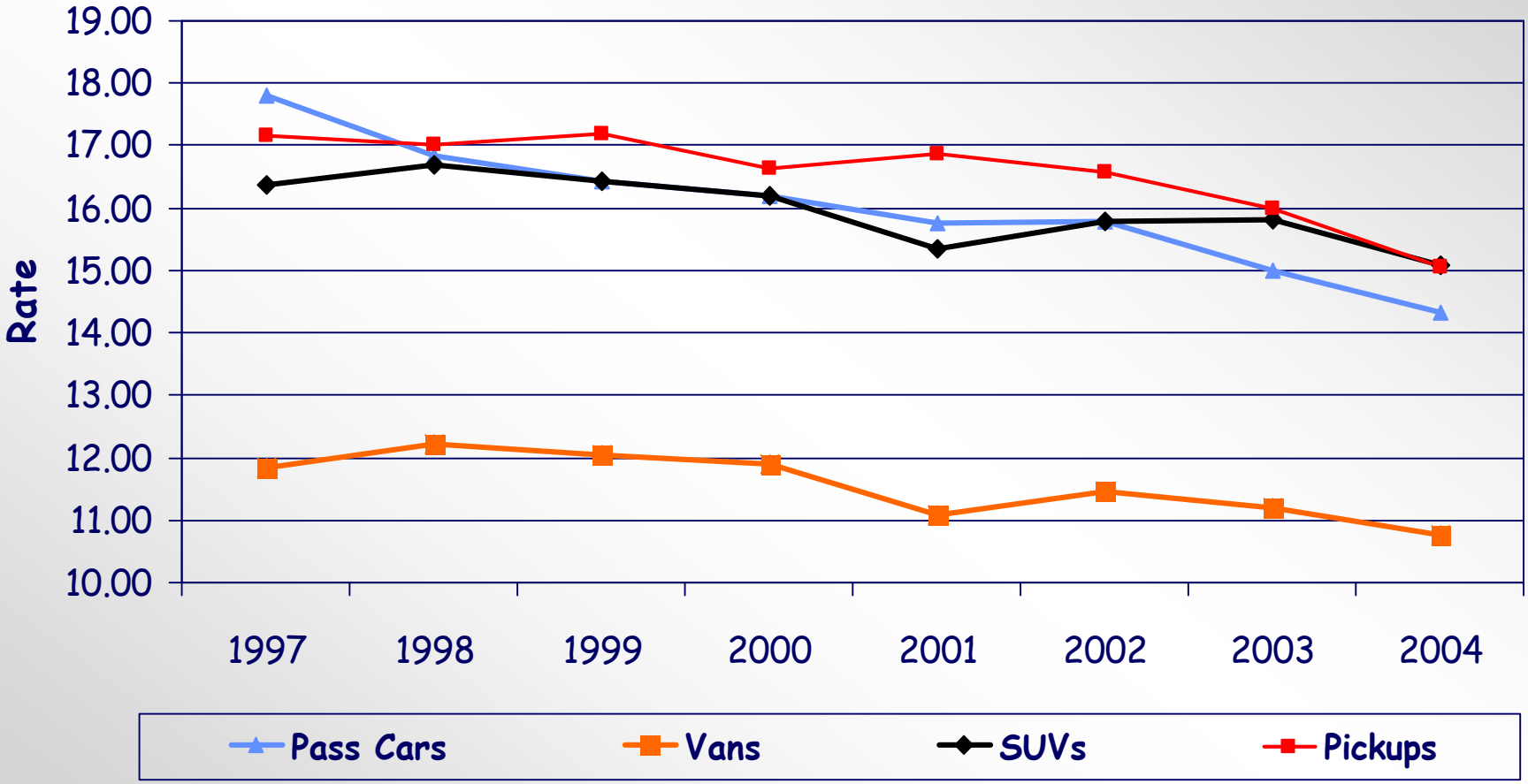
Type of Vehicle	2003	2004	% Change
All Passenger Vehicles**	14.89	14.20	-4.6%
Passenger Cars	14.99	14.32	-4.5%
Light Trucks and Vans	14.73	14.01	-4.9%
Vans	11.21	10.75	-4.1%
SUVs	15.81	15.07	-4.7%
Pickup Trucks	15.98	15.05	-5.8%

*Rate per 100,000 Registered Vehicles

**Includes Other Light Trucks

Sources: FARS, R.L Polk

Passenger Vehicle Occupant Fatality Rate*, by Type of Vehicle and Year



*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

AGENCY PRIORITIES

Alcohol
Safety Belts
Rollovers
Vehicle Compatibility

Agency Priority
Alcohol

Total Alcohol-Related Fatalities
and
Fatalities at Max BAC >= .08 g/dl
are at
Their Lowest Levels since 1999

Agency Priority
Alcohol

Fatalities at Max BAC>= .08 g/dl

Declined at a lower Rate (-1.8%)

Than

fatalities at

.00 > BAC >=.07 g/dl (-5.9%)

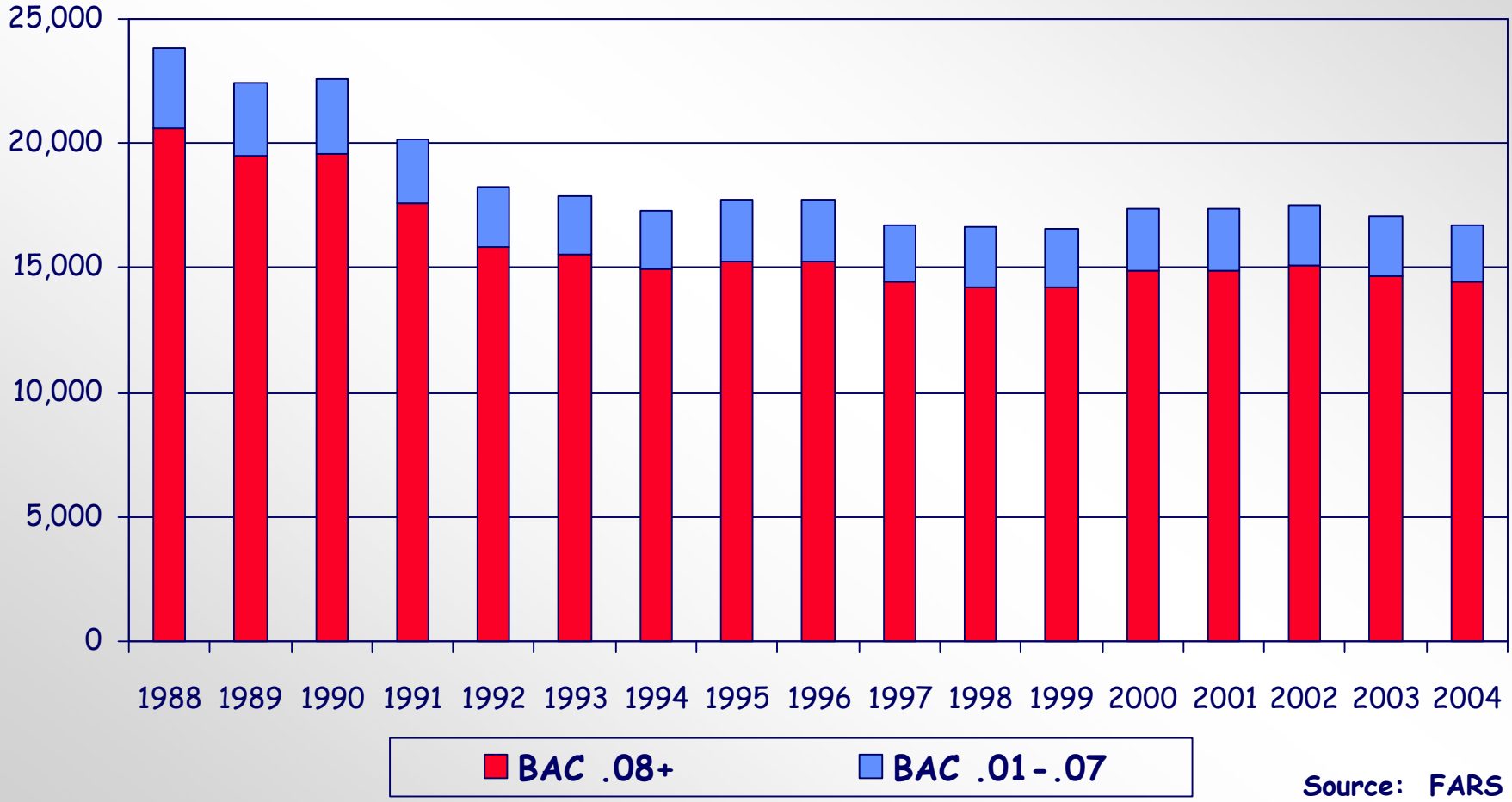
Persons Killed by Highest BAC in Crash

Highest BAC in Crash	Year		% Change
	2003	2004	
Total Alcohol-Related*	17,105	16,694	-2.4%
Alcohol Fatalities/100M VMT	0.59	0.56	
% All Fatalities	40%	39%	
.01 <= Max BAC <= .07	2,427	2,285	-5.9%
.01 <= Max BAC <= .04	1,255	1,143	-8.9%
.05 <= Max BAC <= .07	1,172	1,142	-2.6%
Max BAC >= .08	14,678	14,409	-1.8%
Max BAC >=.08 Fatalities/100M VMT	0.51	0.49	

*Total may not add due to rounding.

Sources: FARS / FHWA VMT

Persons Killed in Alcohol-Related Traffic Crashes, by Year



Source: FARS

Alcohol- Related Fatalities by State

- 32 States and the District of Columbia had Decreases in the number of Alcohol-Related Fatalities

- 31 States and the District of Columbia had Decreases in the number of Fatalities in Crashes where the Max BAC was greater than or equal to .08 g/dl

Alcohol Related Fatalities by State

State	2003		2004		2003 to 2004 Change	
	Total A/R	BAC=.08+	Total A/R	BAC=.08+	Total A/R	BAC=.08+
Alabama	414	361	442	394	28	33
Alaska	37	33	31	30	-6	-3
Arizona	471	411	435	376	-36	-35
Arkansas	252	201	276	236	24	35
California	1,629	1,377	1,643	1,367	14	-10
Colorado	252	228	259	225	7	-3
Connecticut	137	119	127	112	-10	-7
Delaware	61	51	51	48	-10	-3
District of Columbia	35	31	18	12	-17	-19
Florida	1,287	1,101	1,222	1,053	-65	-48
Georgia	483	416	525	450	42	34

A/R=Alcohol Related (BAC =.01+)

Source: FARS

Alcohol Related Fatalities by State

State	2003		2004		2003 to 2004 Change	
	Total A/R	BAC=.08+	Total A/R	BAC=.08+	Total A/R	BAC=.08+
Hawaii	71	52	65	52	-6	0
Idaho	106	89	93	81	-13	-8
Illinois	637	540	604	517	-33	-23
Indiana	261	223	299	254	38	31
Iowa	145	119	110	91	-35	-28
Kansas	199	172	148	121	-51	-51
Kentucky	277	242	308	269	31	27
Louisiana	410	370	414	345	4	-25
Maine	75	69	70	58	-5	-11
Maryland	287	215	286	231	-1	16
Massachusetts	215	172	203	181	-12	9

A/R=Alcohol Related (BAC =.01+)

Source: FARS

Alcohol Related Fatalities by State

State	2003		2004		2003 to 2004 Change	
	Total A/R	BAC=.08+	Total A/R	BAC=.08+	Total A/R	BAC=.08+
Michigan	485	396	430	367	-55	-29
Minnesota	266	223	184	170	-82	-53
Mississippi	321	291	341	317	20	26
Missouri	493	414	449	388	-44	-26
Montana	127	108	106	100	-21	-8
Nebraska	121	99	92	78	-29	-21
Nevada	180	156	152	133	-28	-23
New Hampshire	51	42	59	51	8	9
New Jersey	279	238	270	227	-9	-11
New Mexico	206	176	211	185	5	9
New York	540	470	587	494	47	24

A/R=Alcohol Related (BAC =.01+)

Source: FARS

Alcohol Related Fatalities by State

State	2003		2004		2003 to 2004 Change	
	Total A/R	BAC=.08+	Total A/R	BAC=.08+	Total A/R	BAC=.08+
North Carolina	528	452	553	496	25	44
North Dakota	53	46	39	35	-14	-11
Ohio	466	401	492	418	26	17
Oklahoma	260	223	278	245	18	22
Oregon	207	176	199	159	-8	-17
Pennsylvania	621	541	614	541	-7	0
Rhode Island	59	54	42	41	-17	-13
South Carolina	490	426	464	413	-26	-13
South Dakota	97	89	86	76	-11	-13
Tennessee	443	398	519	454	76	56
Texas	1,771	1,551	1,642	1,417	-129	-134

A/R=Alcohol Related (BAC =.01+)

Source: FARS

Alcohol Related Fatalities by State

State	2003		2004		2003 to 2004 Change	
	Total A/R	BAC=.08+	Total A/R	BAC=.08+	Total A/R	BAC=.08+
Utah	47	39	72	70	25	31
Vermont	29	21	32	20	3	-1
Virginia	367	311	359	307	-8	-4
Washington	261	226	246	223	-15	-3
West Virginia	148	126	136	114	-12	-12
Wisconsin	388	342	358	318	-30	-24
Wyoming	63	50	59	54	-4	4
National	17,105	14,678	16,694	14,409	-411	-269
Puerto Rico	235	185	248	221	13	36

A/R=Alcohol Related (BAC =.01+)

Source: FARS

2004 Data Show …

- The number of Occupants and Non-occupants killed in alcohol-related crashes declined
  - Occupants by 2.8%
  - Non-occupants by 2.5%

- The largest decline was for pedestrians killed in such crashes (3.1%)

- The number of Motorcycle Riders killed in alcohol-related crashes increased by less than 1% when compared with the 7.9% increase in the overall Motorcycle Rider Fatalities

Persons Killed in Alcohol-Related Crashes, by Role

Role	Year		Change	% Change
	2003	2004		
Occupants*	12,997	12,636	-361	-2.8%
Drivers	9,445	9,185	-260	-2.8%
Passengers	3,512	3,418	-94	-2.7%
Motorcycle Riders	1,547	1,560	+13	+0.8%
Non-Occupants	2,561	2,498	-63	-2.5%
Pedestrians	2,282	2,211	-71	-3.1%
Pedalcyclists	235	249	+14	+6.0%
Other**	44	39	-5	-11%
TOTAL	17,105	16,694	-411	-2.4%

* Totals include occupants whose seating position was unknown.

Source: FARS

**Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

Persons Injured in Alcohol-Related Crashes, by Role

Role	Year		% Change
	2003	2004	
Total Occupants	254,000	226,000	-11%*
Drivers	171,000	158,000	-7.6%*
Passengers	83,000	68,000	-18%*
Motorcycle Riders	6,000	9,000	+50%
Non-Occupants	15,000	13,000	-13%
Pedestrians	10,000	9,000	-10%
Pedalcyclists	4,000	3,000	-25%
Other**	1,000	1,000	0%
TOTAL	275,000	248,000	-9.8%

Note: Totals may not add due to rounding. Percentages computed after rounding. **Source: NASS GES**
*Changes in Total Occupants, Drivers and Passengers injured are statistically significant at 95% confidence intervals.
**Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

2004 Data Show …

- Occupants of Passenger Cars, Vans and Pickup Trucks killed in alcohol-related crashes Declined

  However, the number of SUV occupants killed in alcohol-related crashes Increased by 7.8%. SUV Registrations Increased by 11% from 2003

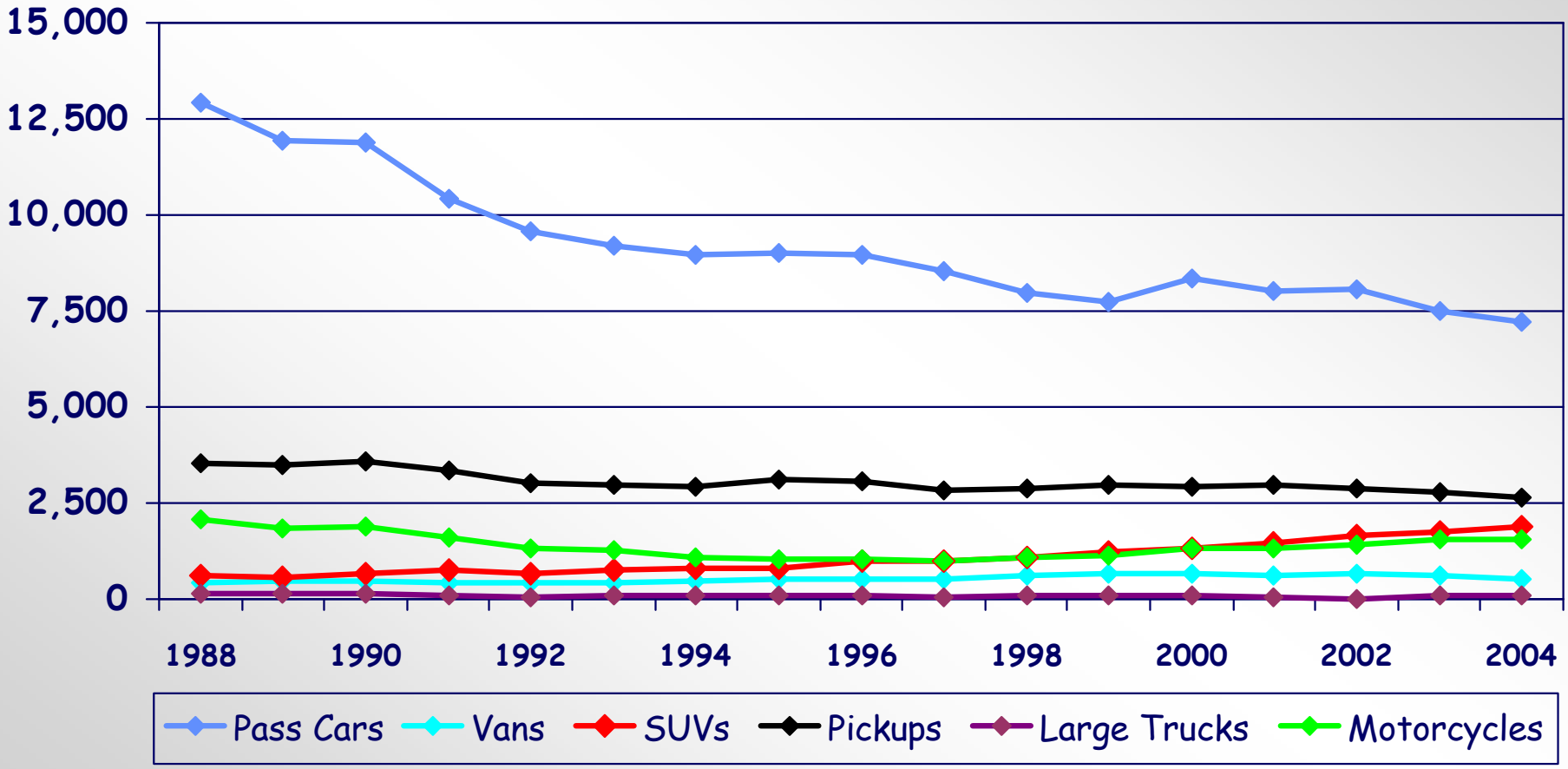
Occupants Killed in Alcohol-Related Crashes, by Vehicle Type

Type of Vehicle	Year		% Change
	2003	2004	
Motor Vehicle Occupants Killed*	12,997	12,636	-2.8%
Passenger Cars	7,521	7,228	-3.9%
Vans	600	542	-9.7%
SUVs	1,746	1,882	+7.8%
Pickup Trucks	2,797	2,656	-5.0%
Large Trucks	77	72	-6.5%

*Includes Buses, Other Vehicles and Vehicles with Unknown Body Type

Source: FARS

Occupants and Motorcycle Riders Killed in Alcohol-Related Crashes, by Type of Vehicle



Source: FARS

2004 Data Show ...

- The Number of Alcohol-Involved (BAC > .00) Passenger Car Drivers in Fatal Crashes declined by 4.4%

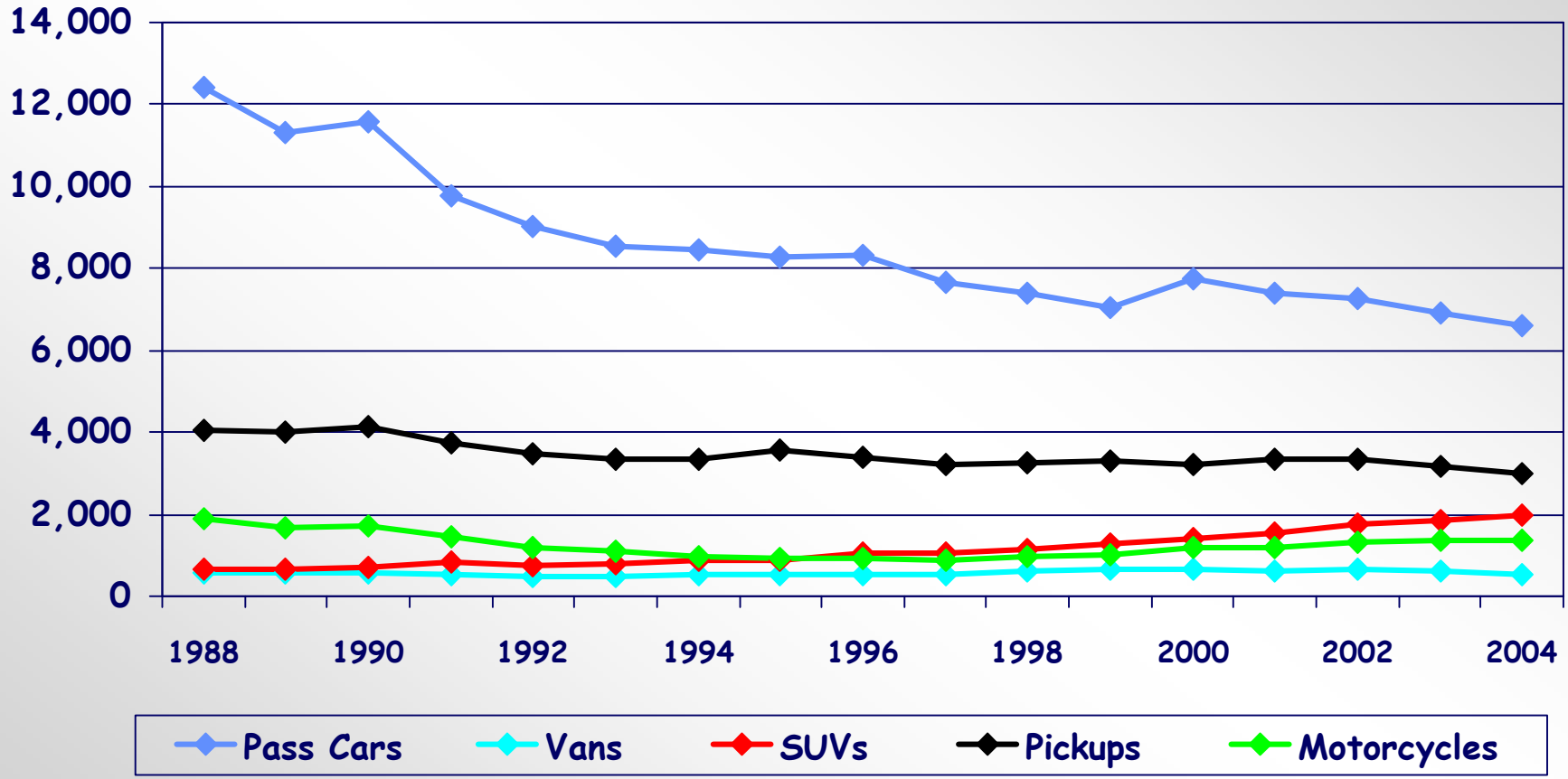
- However, the number of such drivers of SUVs increased by 7.5% (SUV Registrations increased by 11% from 2003)

Alcohol-Involved Drivers and Motorcycle Operators Involved in Fatal Crashes by Vehicle Type

Type of Vehicle	Year		% Change
	2003	2004	
Passenger Cars	6,900	6,599	-4.4%
Vans	597	548	-8.2%
SUVs	1,846	1,984	+7.5%
Pickup Trucks	3,168	2,997	-5.4%
Large Trucks	98	100	+2.0%
Buses/Other/Unknown	340	342	+0.6%
TOTAL (Excludes Motorcycle Operators)	12,949	12,570	-2.9%
Motorcycles	1,381	1,382	+0.1%

Source: FARS

Alcohol-Involved Drivers and Motorcycle Operators in Fatal Crashes, by Vehicle Type



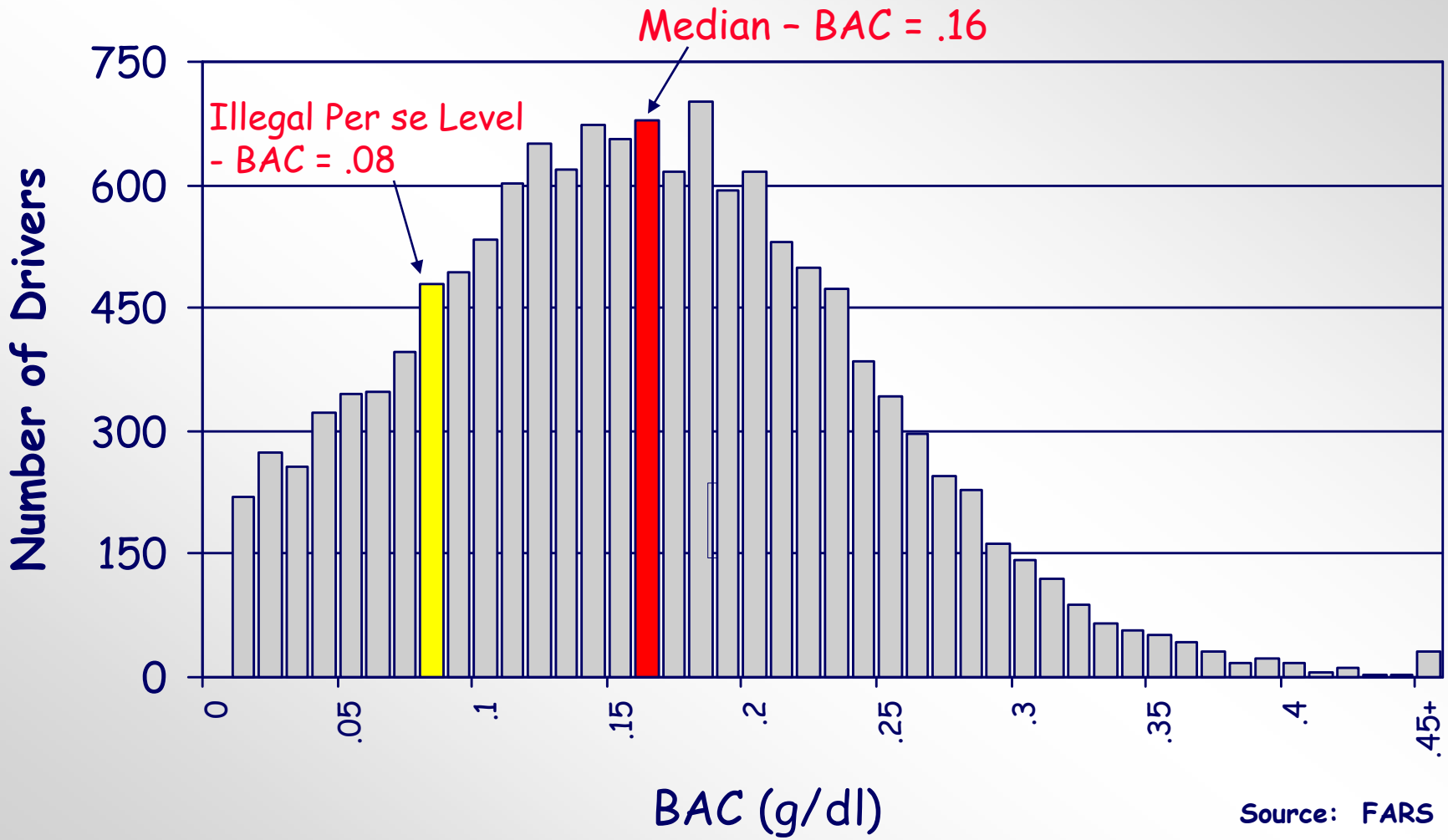
Source: FARS

2004 Data Show ...

- The Median BAC Value for Alcohol-Involved Drivers and Motorcycle Operators continued to be .16 BAC g/dl

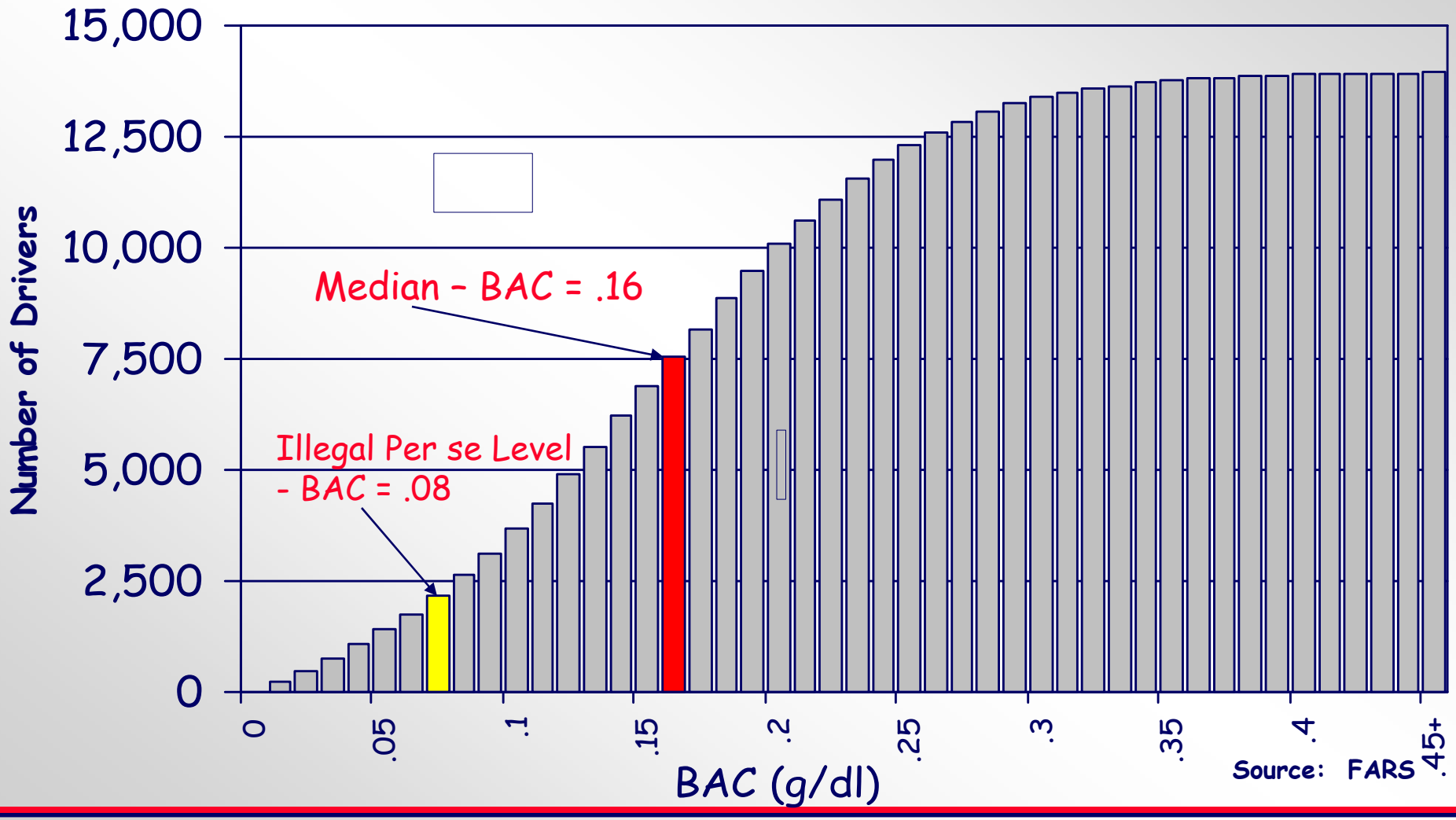
- Which means more than half of all alcohol-involved drivers and motorcycle operators had BACs higher than twice the legal limit in most states

Alcohol-Involved Drivers and Motorcycle Operators in Fatal Crashes with Positive BACs (BAC>0), 2004



Source: FARS

Alcohol-Involved Drivers and Motorcycle Operators in Fatal Crashes with Positive BACs (BAC>0), by Cumulative BAC Level, 2004



2004 Data Show ...

The Number of Persons Killed in crashes involving at least one Driver or Motorcycle Operator with a BAC at or above the legal limit of .08 g/dl declined by 1.7%

Alcohol-Related Fatalities by Role of Person with Alcohol

Role of Person with Alcohol	BAC=.01+			BAC=.08+		
	2003	2004	%Change	2003	2004	%Change
Driver Only	13,519	13,178	-2.5%	11,604	11,406	-1.7%
Motorcycle Operator Only	1,309	1,327	+1.4%	1,075	1,101	+2.4%
Driver+Motorcycle Operator	99	80	-19%	52	42	-19%
Driver/Motorcycle Operator + Non Occupant	498	460	-7.6%	366	324	-11%
Subtotal	15,423	15,045	-2.5%	13,096	12,874	-1.7%
Non Occupants Only	1,644	1,614	-1.8%	1,548	1,502	-2.9%
Other	38	35	-7.9%	35	33	-5.7%
Total	17,105	16,694	-2.4%	14,678	14,409	-1.8%

Counts may not add up due to independent rounding.
Percents are based on unrounded estimates

Source: FARS

2004 Data Show ...

- In 2004, about 1,189 fatalities occurred in crashes involving alcohol-involved driver(s) and motorcycle operators who had at least one previous DWI conviction

  --- Accounting for 7% of all alcohol-related fatalities and remained unchanged from 2003

Alcohol-Involved Drivers and Motorcycle Operators in Fatal Crashes with Previous Alcohol Convictions

	Year	
	2003	2004
Drivers* who were Alcohol-Involved and had previous (within 3 years) Alcohol Conviction(s)	1,111	1,039
Percent of All Alcohol-Involved Drivers*	8%	7%
Number of Fatalities in Crashes in which Drivers* were Alcohol-Involved and had previous Alcohol Conviction(s)	1,247	1,189
Percent of Alcohol-Related Fatalities	7%	7%

* Includes Motorcycle Operators

Source: FARS

Agency Priority
Safety Belts

The Percentage of
Unrestrained
Passenger Vehicle Occupants
Killed in Crashes
Declined again
Which May Reflect the Increasing
Use of Safety Belts

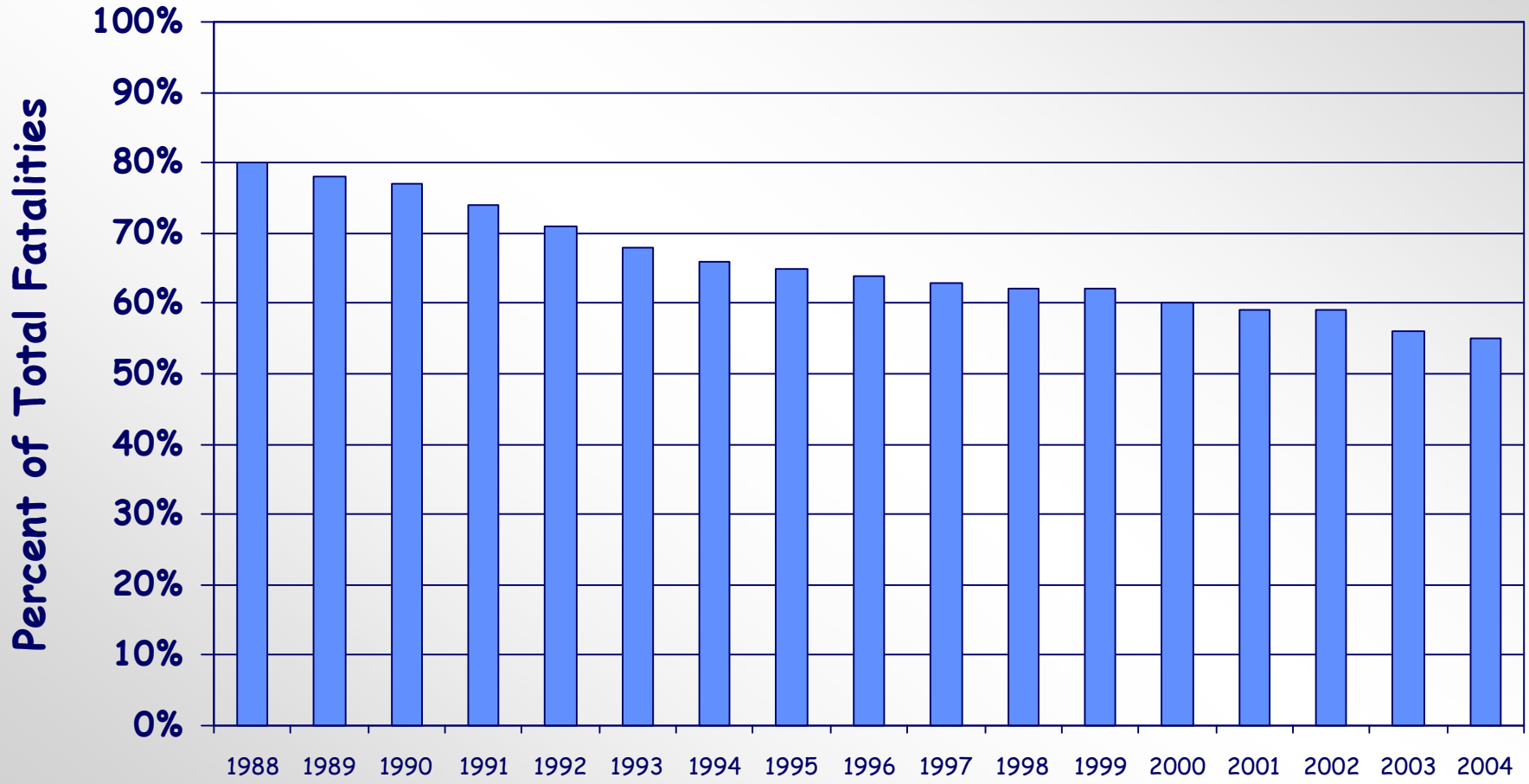
Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use*

Restraint Use	Year			
	2003		2004	
Occupants Killed	32,271		31,693	
Restraint Used**	14,075	44%	14,118	45%
Restraint Not Used	18,196	56%	17,575	55%

*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories. Restraint use was unknown for 8% of passenger vehicle occupant fatalities in 2003 and 7% in 2004.
** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS

Percent of Total Passenger Vehicle Occupant Fatalities that were Unrestrained, by Year



Source: FARS

2004 Data Show ...

- More than 3 of 5 (62%) of teen (ages 16-20) passenger vehicle occupants killed were unrestrained
- This compares to 54% for fatally injured adults 21 years of age or older who were unrestrained

Passenger Vehicle Occupant Fatalities Teens (16-20) and Adults (21+), by Restraint Use*

Restraint Use	Year			
	2003		2004	
Ages 16-20	5,288		5,135	
Restraint Used**	1,962	37%	1,961	38%
Restraint Not Used	3,326	63%	3,174	62%
Ages 21 and older	25,132		24,625	
Restraint Used**	11,294	45%	11,266	46%
Restraint Not Used	13,838	55%	13,359	54%

*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.
Note: Totals may not add due to rounding.
**Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS

The Number of Unrestrained Passenger Vehicle Occupants Killed in Alcohol-Related Crashes Declined

Passenger Vehicle Occupant Fatalities in Alcohol-Related Crashes, by Restraint Use*

Restraint Use	Year			
	2003		2004	
Total	12,669		12,319	
Restraint Used**	3,805	30%	3,870	31%
Restraint Not Used	8,864	70%	8,449	69%

*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.
** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS

Agency Priority Rollovers

- The Total Number of Passenger Vehicle Occupants Killed in Rollover Crashes Increased slightly while the number injured declined slightly

- SUVs accounted for most of the increases in fatalities with a 9.7% increase. SUV Registrations increased by 11% from 2003

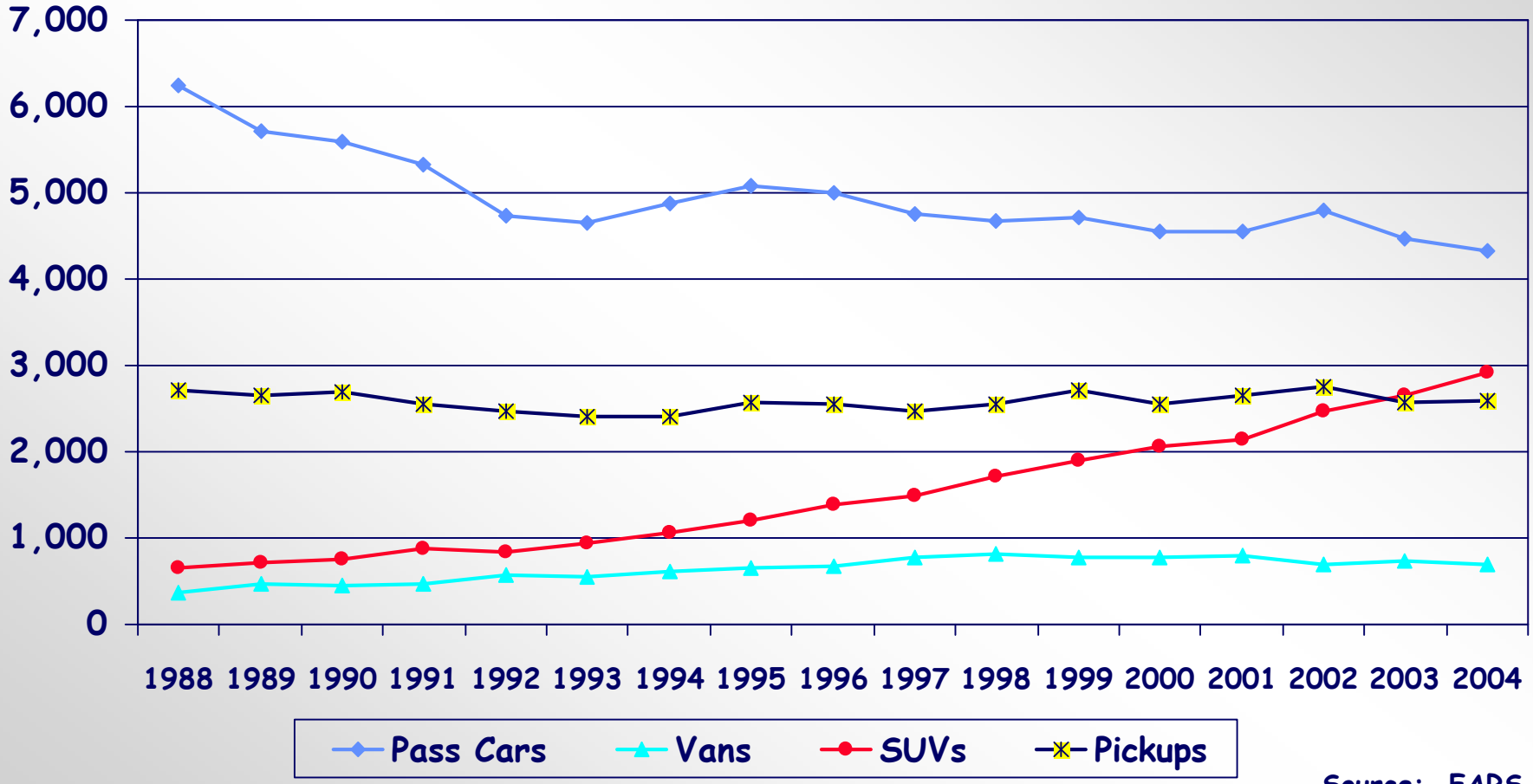
Passenger Vehicle Occupants Killed and Injured in Rollover Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2003	2004	
Occupants Killed*	10,442	10,553	+1.1%
Passenger Cars	4,464	4,334	-2.9%
Vans	728	692	-4.9%
SUVs	2,661	2,920	+9.7%
Pickup Trucks	2,580	2,591	+0.4%
Occupants Injured*	229,000	226,000	-1.3%
Passenger Cars	99,000	92,000	-7.1%
Vans	17,000	19,000	+12%
SUVs	67,000	68,000	+1.5%
Pickup Trucks	44,000	45,000	+2.3%

Note: Totals for injured may not add due to rounding. Percentages computed after rounding.
*Total Killed and injured includes Occupants of Other Light Trucks

Sources: FARS, NASS GES

Passenger Vehicle Occupants Killed in Rollover Crashes, by Type of Vehicle and Year



Source: FARS

2004 Data Show …

- Passenger Vehicle Occupant Fatality Rates in Rollover Crashes per 100,000 Registered Vehicles **declined**

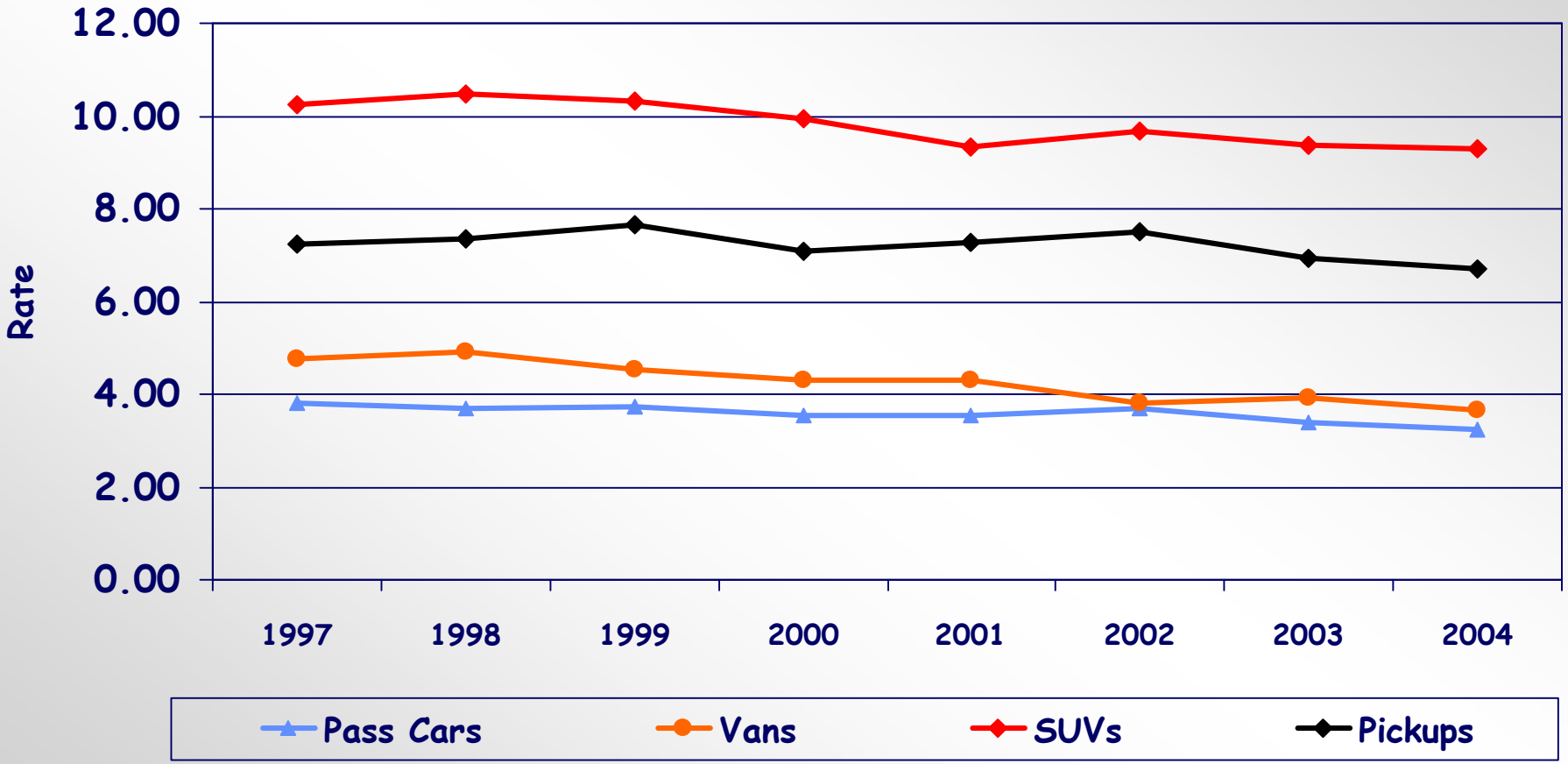
Passenger Vehicle Occupant Fatality Rate* in Rollover Crashes, by Type of Vehicle

Type of Vehicle	*Rate per 100,000 Registered Vehicles		
	2003	2004	% Change
Passenger Vehicles**	4.82	4.73	-1.9%
Passenger Cars	3.39	3.25	-4.1%
Light Trucks and Vans	7.02	6.91	-1.6%
Vans	3.92	3.66	-6.6%
SUVs	9.38	9.29	-1.0%
Pickup Trucks	6.92	6.72	-2.9%

**Includes Other Light Trucks

Sources: FARS, R.L. Polk

Passenger Vehicle Occupant Fatality Rate* in Rollover Crashes, by Type of Vehicle and Year



*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

2004 Data Show …

- 62% of SUV Occupant Fatalities occurred in Rollover Crashes
- The Type of Vehicle with the Next Highest Percentage (45%) was Pickup Trucks

Passenger Vehicle Occupants Killed and Injured, by Percent Rollover and Type of Vehicle

Vehicle Type	2003			2004		
	Total	Rollover		Total	Rollover	
		Yes	No		Yes	No
Occupants Killed						
Passenger Cars	19,725	23%	77%	19,091	23%	77%
Vans	2,080	35%	65%	2,036	34%	66%
SUVs	4,483	59%	41%	4,735	62%	38%
Pickup Trucks	5,957	43%	57%	5,801	45%	55%
Occupants Injured						
Passenger Cars	1,756,000	6%	94%	1,643,000	6%	94%
Vans	203,000	9%	91%	211,000	9%	91%
SUVs	338,000	20%	80%	364,000	19%	81%
Pickup Trucks	333,000	13%	87%	309,000	15%	85%

Sources: FARS, NASS GES

2004 Data Show …

- Overall, Passenger Vehicle Occupant Fatalities in Single Vehicle Rollover Crashes Increased slightly

- However, by Vehicle Type, only SUVs had an increase in Single Vehicle Rollover Fatalities (10%). SUV Registrations increased 11% over 2003.

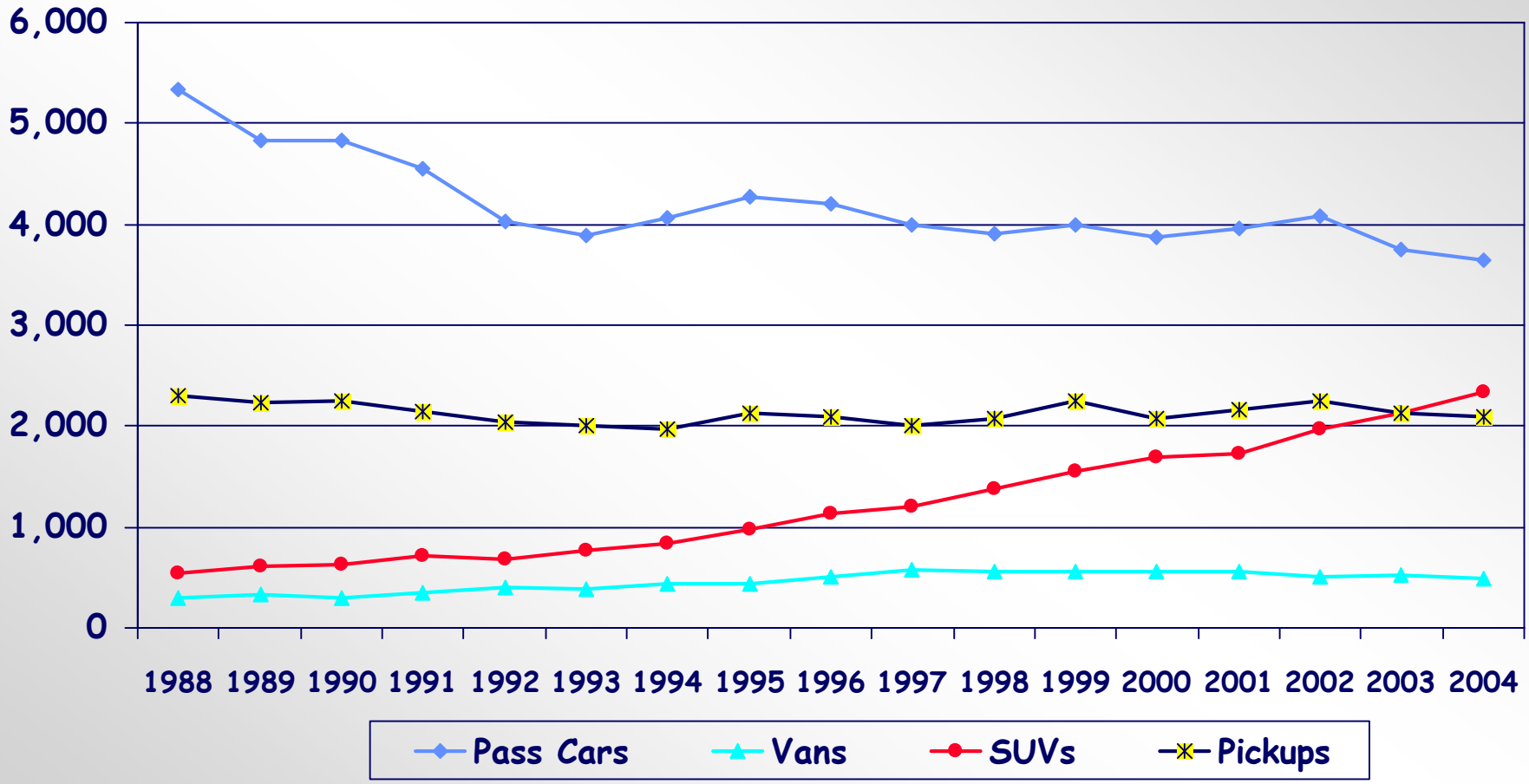
Passenger Vehicle Occupants Killed in Single Vehicle Rollover Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2003	2004	
Occupants Killed*	8,529	8,565	+0.4%
Passenger Cars	3,752	3,640	-3.0%
Vans	521	487	-6.5%
SUVs	2,120	2,331	+10%
Pickup Trucks	2,130	2,100	-1.4%

* Includes Occupants of Other Light Trucks

Source: FARS

Passenger Vehicle Occupants Killed in Single Vehicle Rollover Crashes, by Type of Vehicle and Year



Source: FARS

2004 Data Show …

- 75% of Single Vehicle SUV Occupant Fatalities were in Rollover Crashes
- The Type of Vehicle with the Next Highest Percentage (60%) was Pickup Trucks

Passenger Vehicle Occupants Killed in Single Vehicle Crashes by Type of Vehicle and Percent Rollover

Vehicle Type	2003			2004		
	Total	Rollover		Total	Rollover	
		Yes	No		Yes	No
Passenger Cars	8,465	44%	56%	8,190	44%	56%
Vans	892	58%	42%	821	59%	41%
SUVs	2,850	74%	26%	3,110	75%	25%
Pickup Trucks	3,571	60%	40%	3,479	60%	40%

Source: FARS

Two-Vehicle Crashes between Passenger Cars and LTVs

2004 Data Show …

- The Number of Occupants killed or Injured in Two-Vehicle Crashes between a Passenger Car and an LTV (Pickup Truck, Van or SUV) Declined

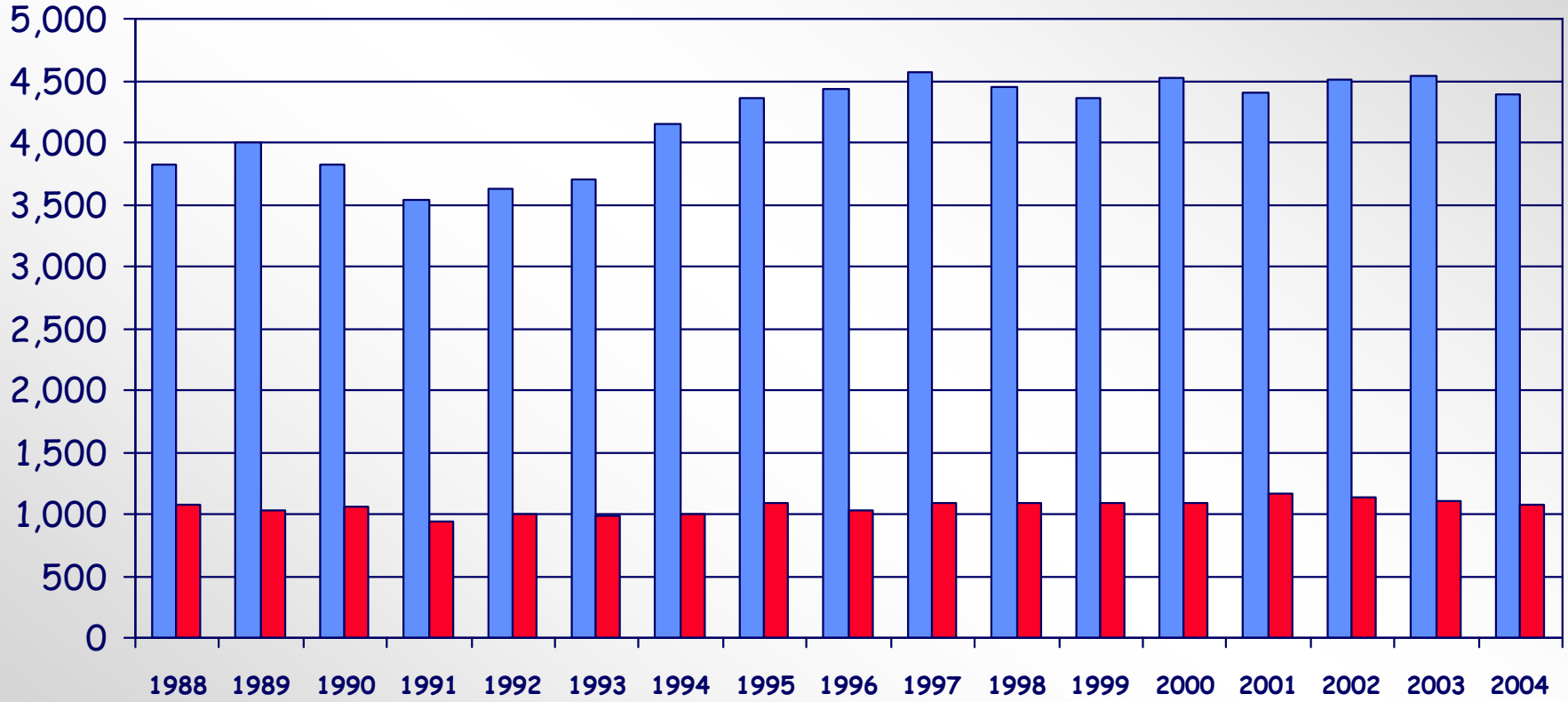
Occupants Killed and Injured in Two Vehicle Crashes Involving a Passenger Car and a LTV**

	Year		% Change
	2003	2004	
Fatal Crashes			
Killed in PC	4,535	4,387	-3.3%
Killed in LTV**	1,111	1,073	-3.4%
Injury Crashes			
Injured in PC	443,000	415,000	-6.3%*
Injured in LTV**	298,000	278,000	-6.7%*

*Changes within injury crashes are statistically significant at 95% confidence intervals.
PC = Passenger Car
**LTV = Pickup Truck, Van, and Sport Utility Vehicle

Sources: FARS, NASS GES

Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV*, by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Two-vehicle crashes involving a passenger car and a LTV* continued…

- In a head-on collision, 3.6 times as many passenger car occupants were killed as LTV occupants.
- When a LTV was struck in the side by a passenger car, 1.8 times as many LTV occupants were killed as passenger car occupants.
- When a passenger car was struck in the side by a LTV, 22 times as many passenger car occupants were killed as LTV occupants.

*Include Pickup Trucks, SUVs and Vans

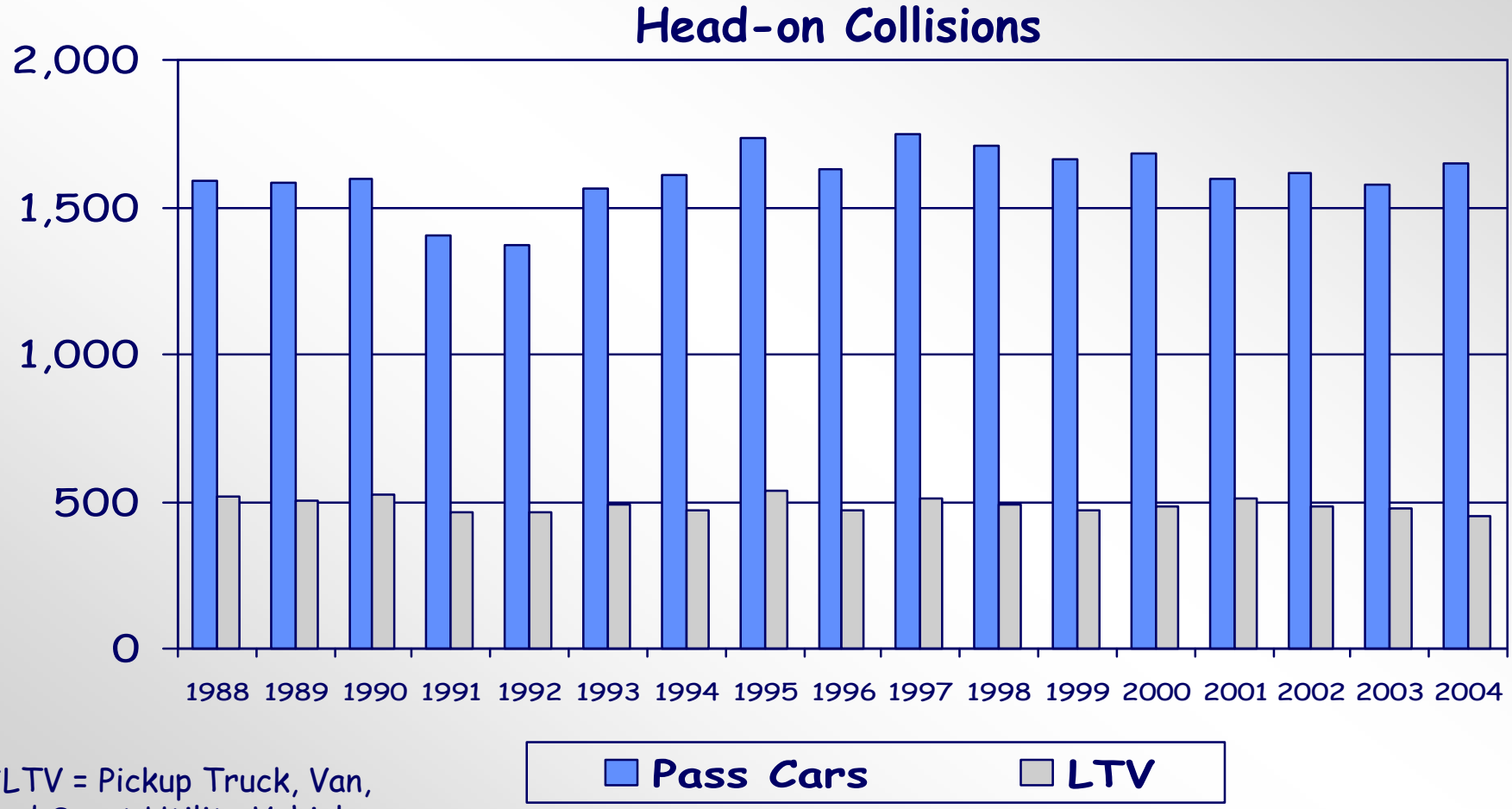
Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV*, by Collision Type

	Year		% Change
	2003	2004	
Head-on Collisions			
Killed in PC	1,576	1,646	+4.4%
Killed in LTV	475	451	-5.1%
Passenger Car Front Strikes LTV Side			
Killed in PC	213	168	-21%
Killed in LTV	321	297	-7.5%
LTV Front Strikes Passenger Car Side			
Killed in PC	2,323	2,154	-7.3%
Killed in LTV	98	100	+2.0%

PC = Passenger Car
*LTV = Light Trucks which include Pickup Trucks, Vans, and Sport Utility Vehicles

Source: FARS

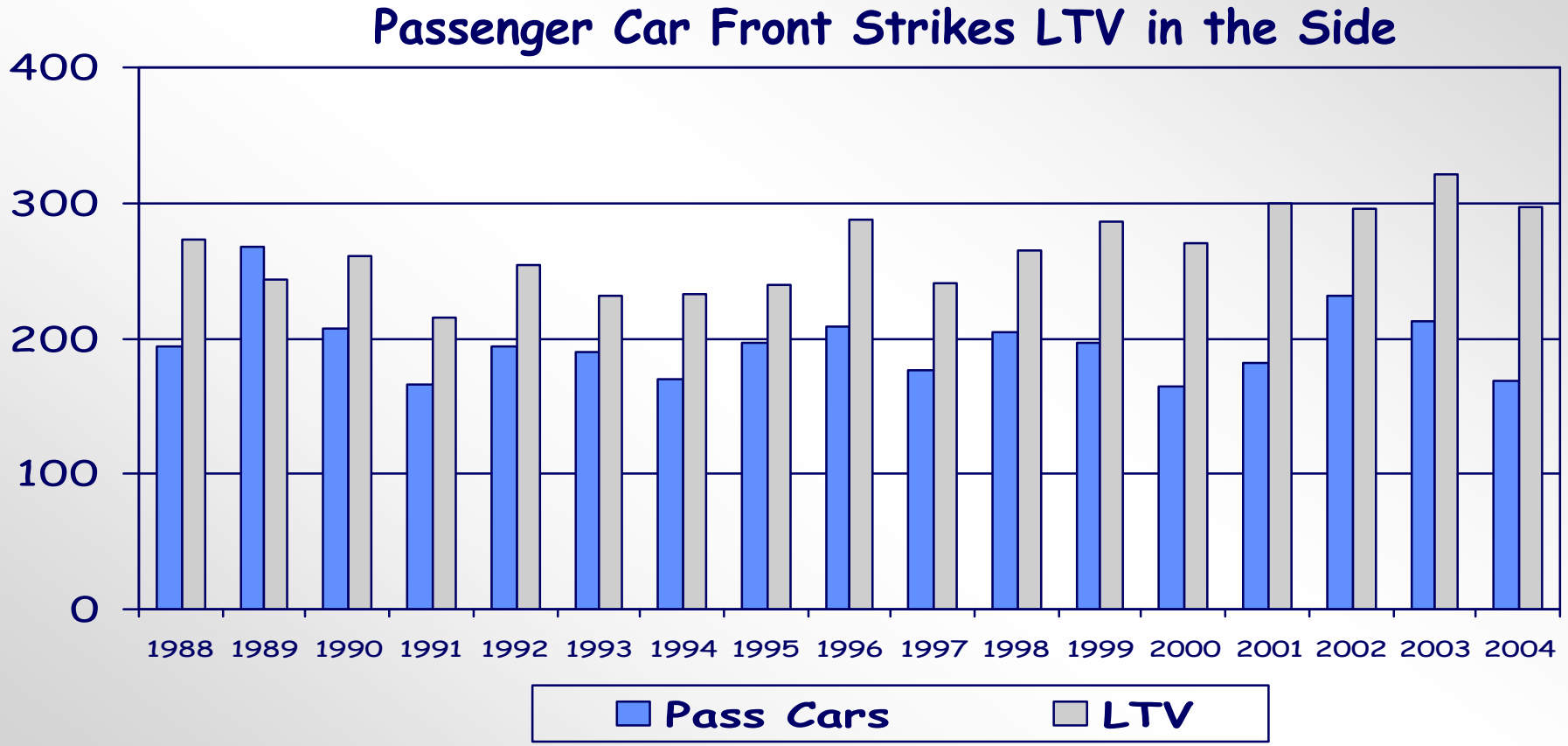
Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV*, by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

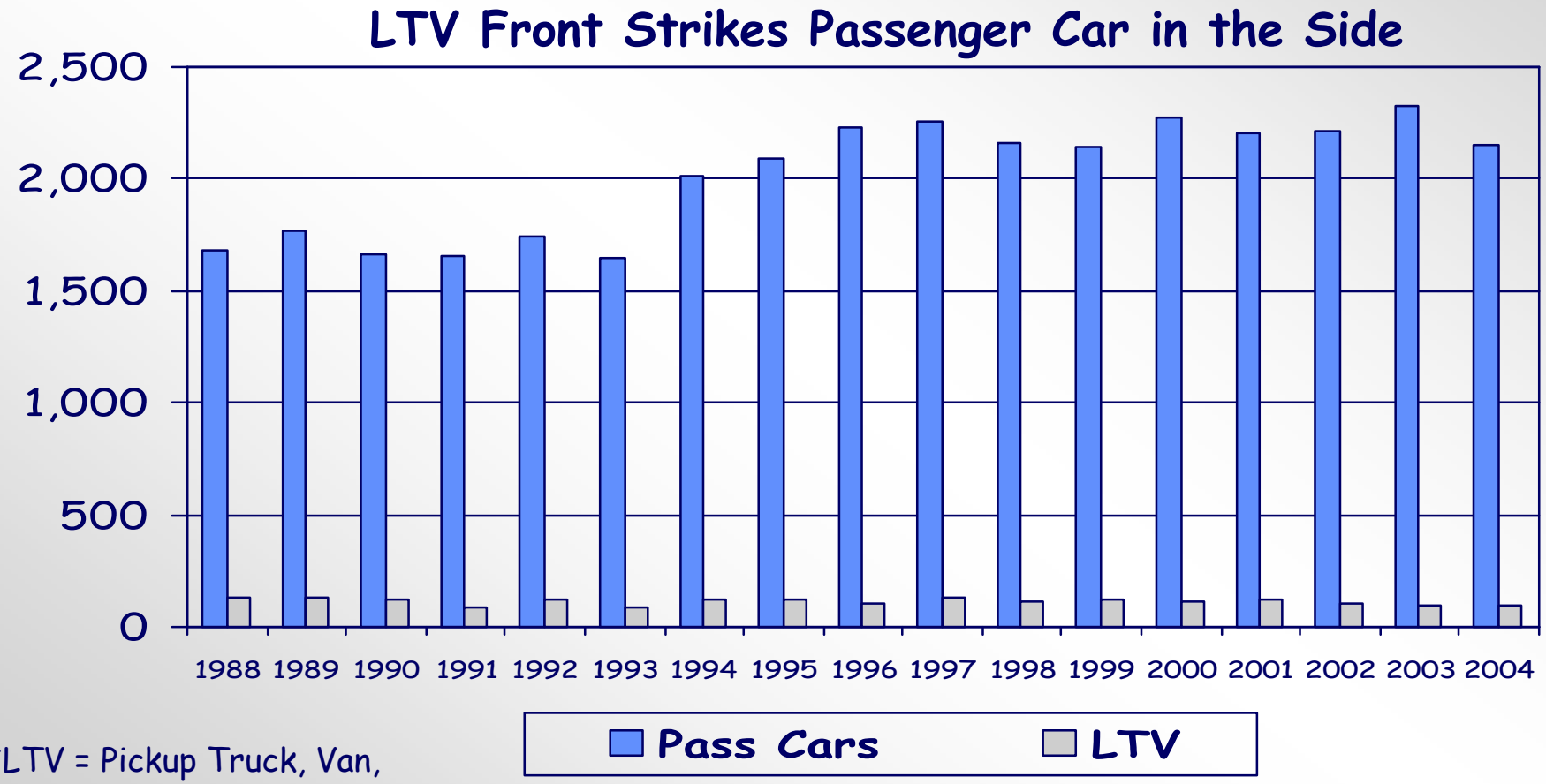
Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV*, by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV*, by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

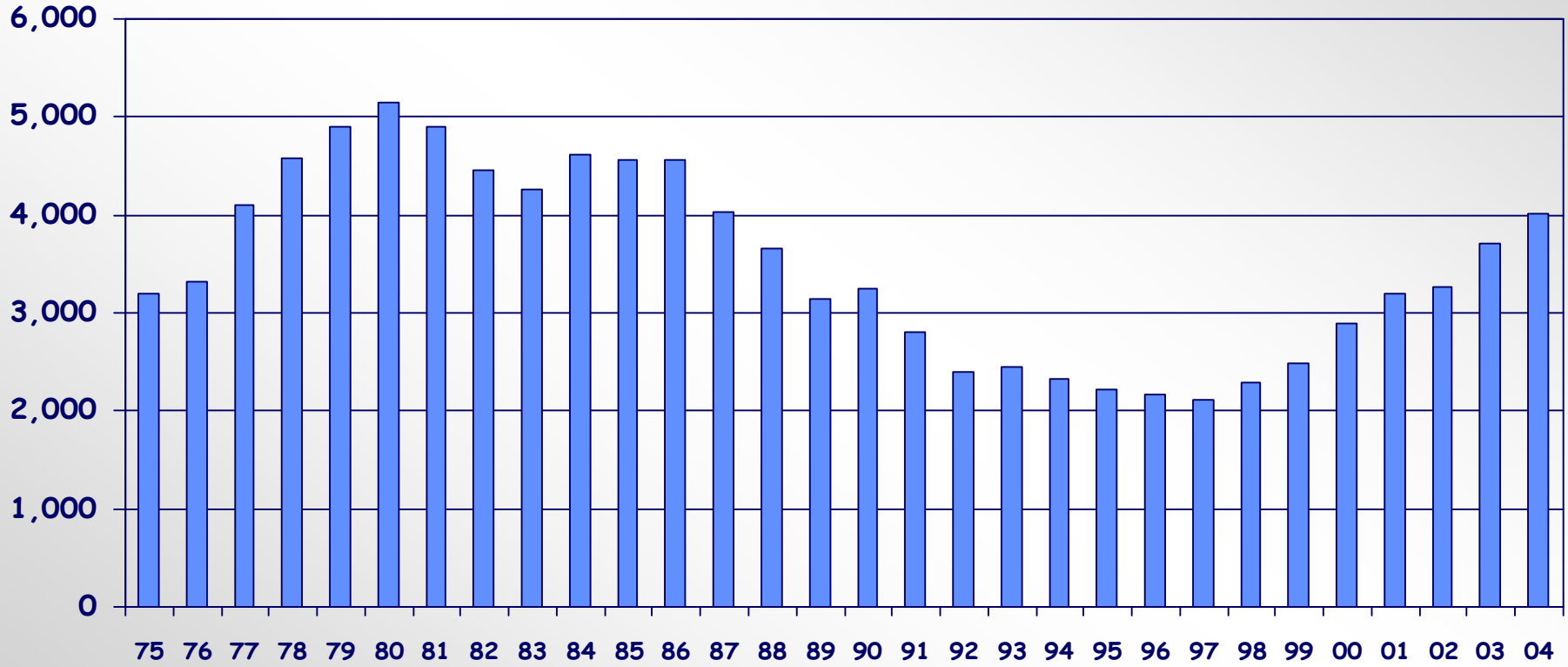
Other Focus Areas

Motorcycles
Large Trucks
Speeding
Intersection Related and
Roadway Departure
Non-Occupants
Children and Youth
Young Drivers

Other Focus Areas
Motorcycles

- **Motorcycle Rider Fatalities**
  Increased 7th Year in a Row
  Compared to 1997, an increase of 89% -- 1,892 more Fatalities
  - Reaching the level last seen in 1987

Motorcycle Riders Killed by Year



Source: FARS

2004 Data Show …

- Motorcycle rider fatalities increased to 9.4% of all motor vehicle traffic crash fatalities

Total vs. Motorcycle Rider Fatalities by Year, 1997-2004

Fatalities	Year							
	1997	1998	1999	2000	2001	2002	2003	2004
Total	42,013	41,501	41,717	41,945	42,196	43,005	42,884	42,636
Change	---	-512	+216	+228	+251	+809	-121	-248
Motorcycle Riders	2,116	2,294	2,483	2,897	3,197	3,270	3,714	4,008
Change	---	+178	+189	+414	+300	+73	+444	+294
Percent of all Fatalities	5.0%	5.5%	6.0%	6.9%	7.6%	7.6%	8.7%	9.4%

Source: FARS

2004 Data Show …

- Motorcycle Rider Fatalities and Motorcycle Registrations have both been on the Rise since 1997

- However, in most of these years the Rate of Increase in Motorcycle Rider Fatalities has been Higher than the Rate of Increase in Motorcycle Registrations (as reflected in the rate increase).

Motorcycle Rider Fatality Rates, by Year, 1997-2004

Rate	Year							
	1997	1998	1999	2000	2001	2002	2003	2004
Motorcycle Riders Killed	2,116	2,294	2,483	2,897	3,197	3,270	3,714	4,008
/100M Motorcycle Miles Traveled	20.99	22.31	23.46	27.67	33.17	34.23	38.78	39.89
/100K Registered Motorcycles	55.30	59.13	59.80	66.66	65.20	65.35	69.16	69.33

Sources: FARS, FHWA

2004 Data Show …

- The proportions of Motorcycle Rider Killed in either Single Vehicle or Multi-Vehicle Crashes varies slightly year-to-year, but has been relatively constant since 1997

Motorcycle Rider Fatalities by Crash Type and Year

	Year							
	1997	1998	1999	2000	2001	2002	2003	2004
Single Vehicle Crash	937	1,042	1,140	1,307	1,469	1,540	1,629	1,808
Percent	44%	45%	46%	45%	46%	47%	44%	45%
Multiple Vehicle Crash	1,179	1,252	1,343	1,590	1,728	1,730	2,085	2,200
Percent	56%	55%	54%	55%	54%	53%	56%	55%
Total Fatalities	2,116	2,294	2,483	2,897	3,197	3,270	3,714	4,008

Source: FARS

2004 Data Show …

- Motorcycle rider fatalities increased for every age group

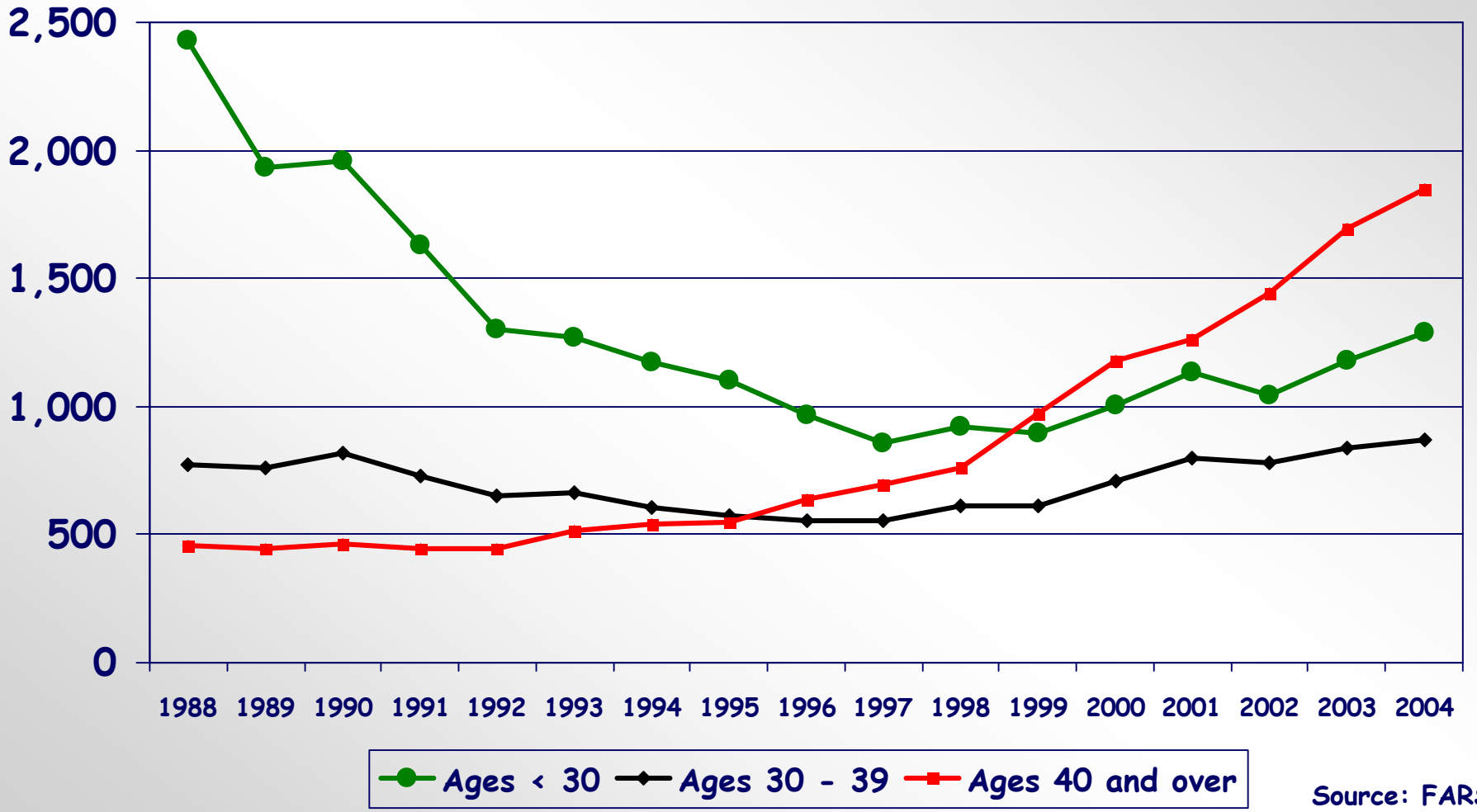
The largest percentage increase was in the 50 and over age group, followed by the under 30 age groups

Motorcycle Riders Killed, by Age Group

Age Group	Year		Change	% Change
	2003	2004		
Under 20	229	250	+21	+9.2%
20-29	950	1,041	+91	+9.6%
30-39	839	869	+30	+3.6%
40-49	904	971	+67	+7.4%
50+	790	876	+86	+11%
Unknown	2	1	-1	-
Total	3,714	4,008	+294	+7.9%

Source: FARS

Number of Motorcycle Riders Killed, by Age Group, by Year



Source: FARS

2004 Data Show …

- About two-thirds (66 percent) of the fatally injured motorcycle riders were not wearing a helmet in states without universal helmet laws compared to 15% in states with universal helmet laws.

Fatally Injured Motorcycle Riders in States with Universal Helmet Laws vs. w/o Universal Helmet Laws

	Year			
	2003		2004	
Total in States with Universal Helmet Laws	1,610	100%	1,677	100%
Helmeted	1,365	85%	1,428	85%
Not Helmeted	245	15%	249	15%
Total in States without Universal Helmet Laws	2,104	100%	2,331	100%
Helmeted	615	29%	792	34%
Not Helmeted	1,489	71%	1,539	66%

Source: FARS

Motorcycle rider fatalities whose helmet use was unknown were distributed proportionally to the known use categories. Total fatalities may not add due to rounding.

Other Focus Areas
Large Trucks

- The number of persons killed in crashes involving large trucks increased by 3.1%
  - Truck occupant fatalities increased by 4.8%

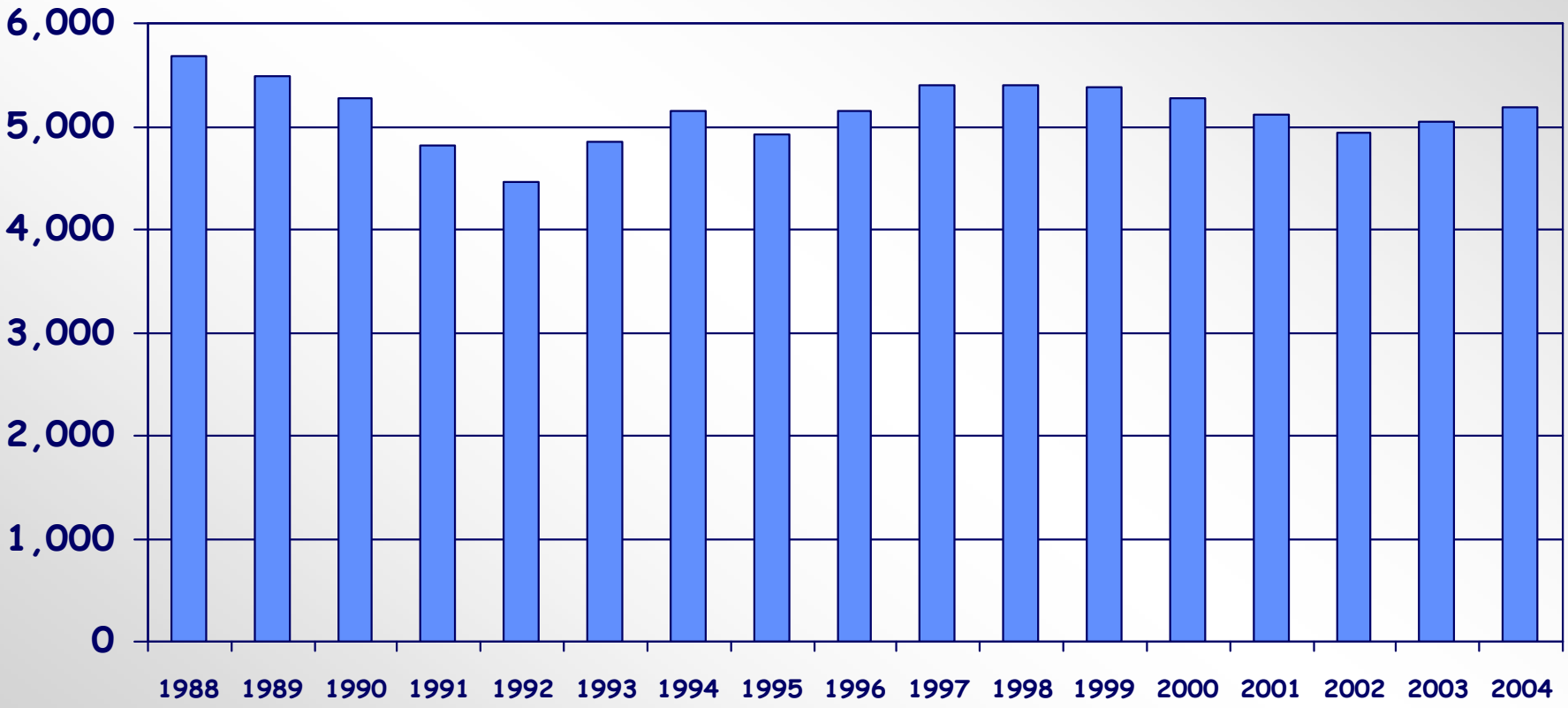
- Fatalities in large truck crashes increased for the second consecutive year

Persons Killed in Large Truck Crashes, by Type

Type	Year		% Change
	2003	2004	
Truck Occupants	726	761	+4.8%
Single Vehicle	457	466	+2.0%
Multiple Vehicle	269	295	+9.6%
Other Vehicle Occupants	3,919	4,006	+2.2%
Non-Occupants	391	423	+8.2%
Total	5,036	5,190	+3.1%

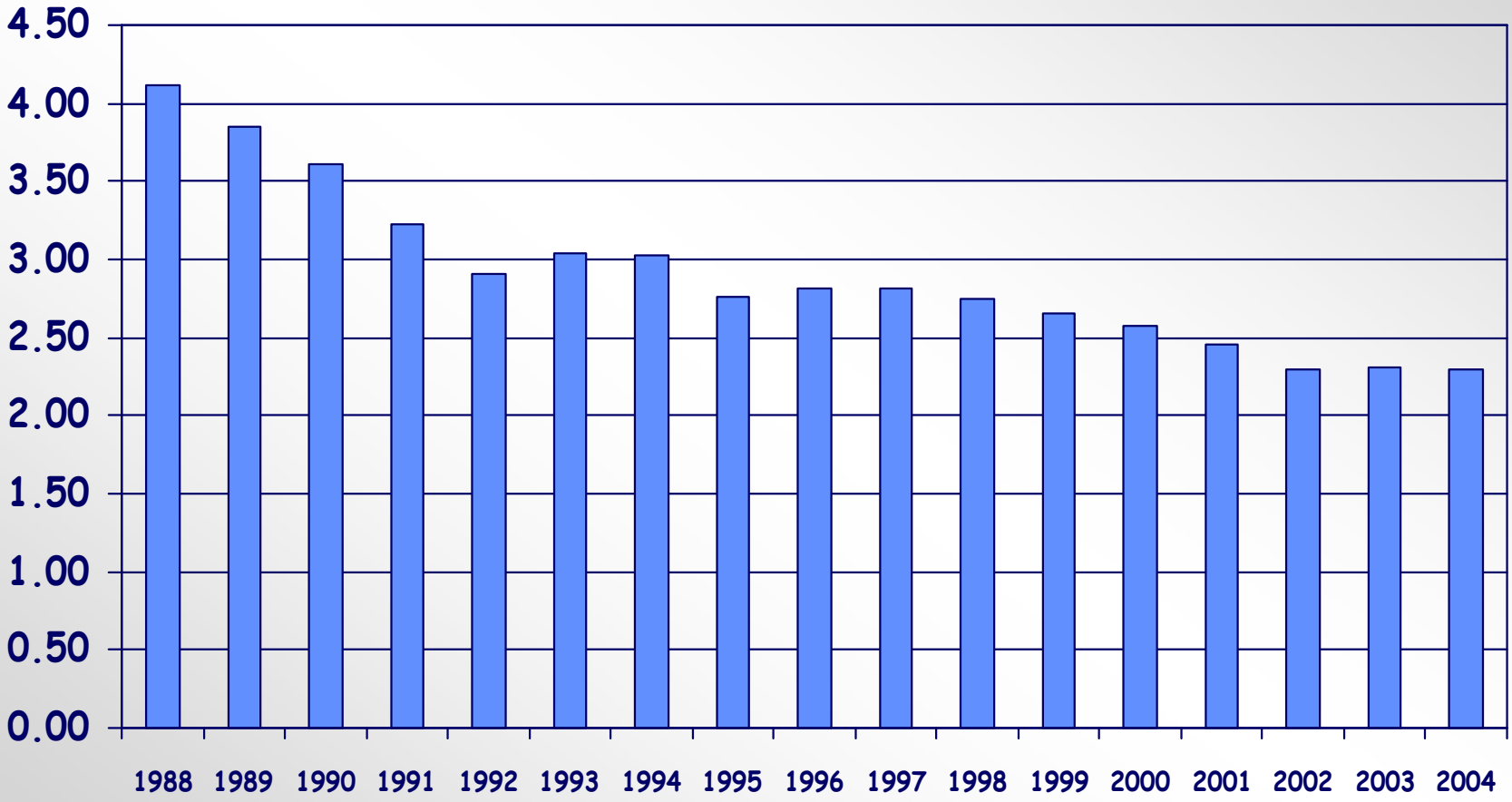
Source: FARS

Persons Killed in Large Truck Crashes, by Year



Source: FARS

Fatality Rate* in Large Truck Crashes, by Year



*Per 100M Large Truck VMT.

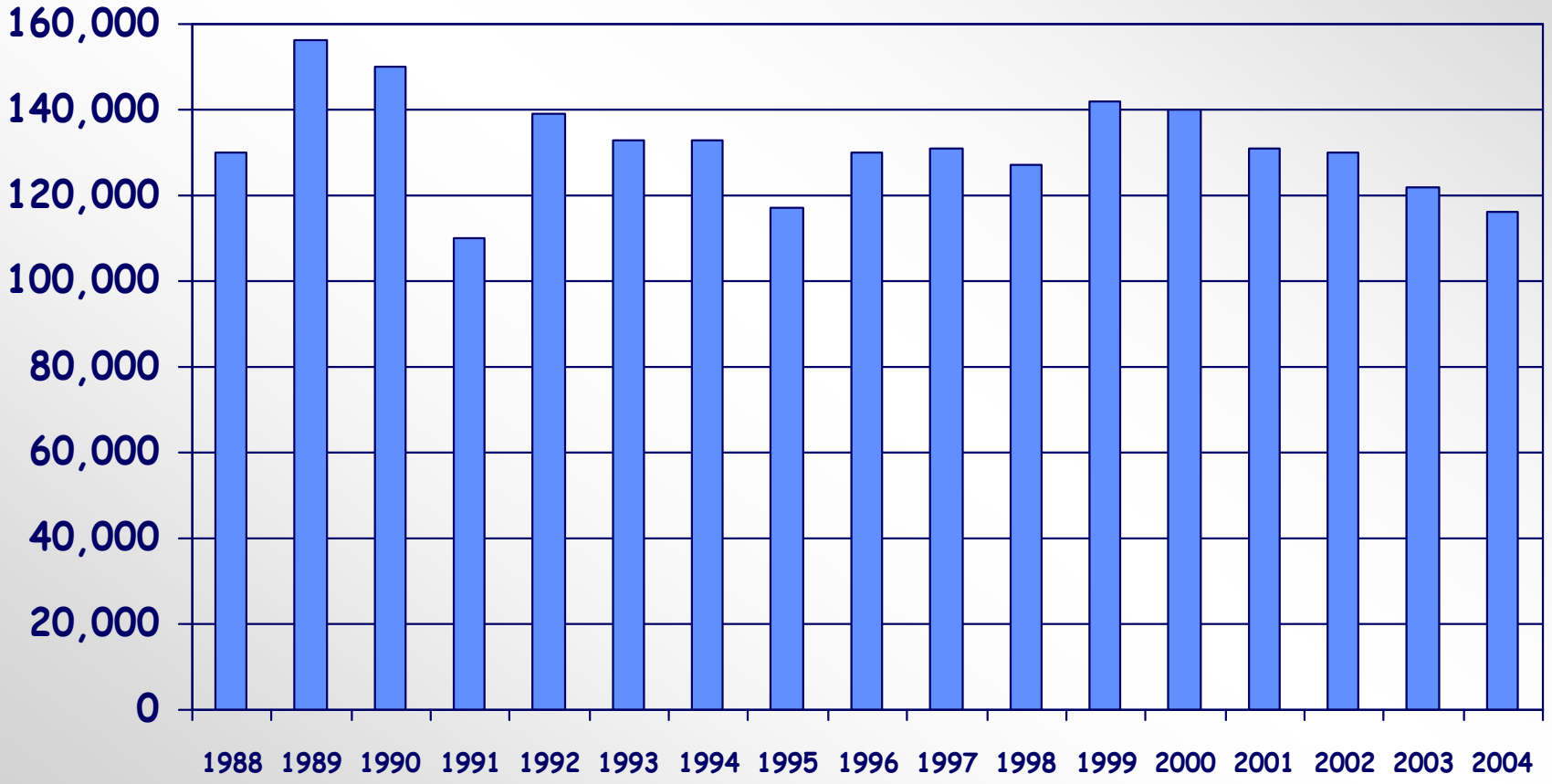
Sources: FARS, FHWA

Persons Injured in Large Truck Crashes, by Type

Type	Year		% Change
	2003	2004	
Truck Occupants	27,000	27,000	0%
Single Vehicle	11,000	13,000	+18%
Multiple Vehicle	16,000	14,000	-13%
Other Vehicle Occupants	92,000	85,000	-7.6%
Non-Occupants	3,000	4,000	+33%
Total*	122,000	116,000	-4.9%

*Totals may not add due to rounding. Percentages computed after rounding. Source: NASS GES

Persons Injured in Large Truck Crashes, by Year



Source: NASS GES

Other Focus Areas
Large Trucks

- Most of the Large Truck Occupant Fatalities continue to be Unrestrained

Large Truck Occupant Fatalities by Person Type and Restraint Use*

Restraint Use	Year			
	2003		2004	
Occupants Killed	726		761	
Drivers	623		634	
Restraint Used**	244	39%	272	43%
Restraint Not Used	379	61%	362	57%
Passengers	103		127	
Restraint Used**	11	11%	11	8%
Restraint Not Used	92	89%	116	92%

*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.
** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS

Other Focus Areas
Speeding

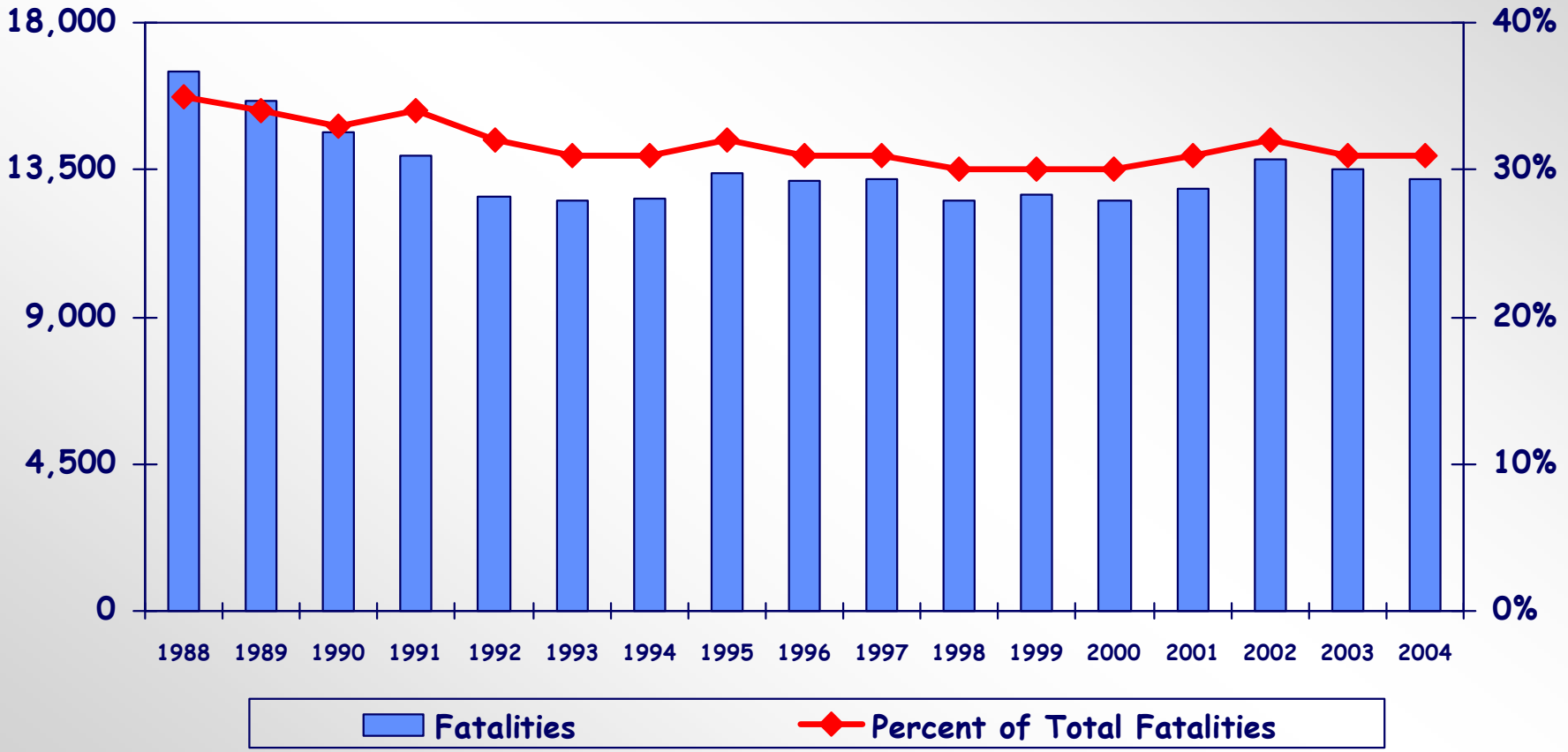
- Fatalities in Speeding Related Crashes Declined by 2.3%

Speeding Related Crashes and Fatalities, by Year

	Year		Change	% Change
	2003	2004		
Crashes				
Speeding	11,868	11,585	-283	-2.4%
Not Speeding	26,609	26,668	+59	+0.2%
Percent Speeding	31%	30%		
Fatalities				
Speeding	13,499	13,192	-307	-2.3%
Not Speeding	29,385	29,444	+59	+0.2%
Percent Speeding	31%	31%		

Source: FARS

Fatalities in Speeding Related Crashes and Percent of Total Fatalities, by Year



Source: FARS

Other Focus Areas Intersection Related and Roadway Departure

- Intersection and Intersection Related* Fatalities Declined by 2.6%

- Roadway Departure** Fatalities Increased slightly

*A crash is Intersection related if the first harmful event occurs within the limits of an intersection or at an approach to or exit from an intersection only within a Non-interchange area.
** A crash is considered a roadway departure crash if it is:
- a single vehicle crash occurring off the roadway OR
- a multiple vehicle crash where the manner of collision was head-on or a side-swipe in opposite direction.

Intersection, Intersection Related and Roadway Departure Fatalities, by Year

	Year		Change	% Change
	2003	2004		
Intersection and Intersection Related*	9,362	9,117	-245	-2.6%
Roadway Departure*	25,562	25,676	+114	+0.4%

*FHWA Definition

Source: FARS

Other Focus Areas
Non-Occupants

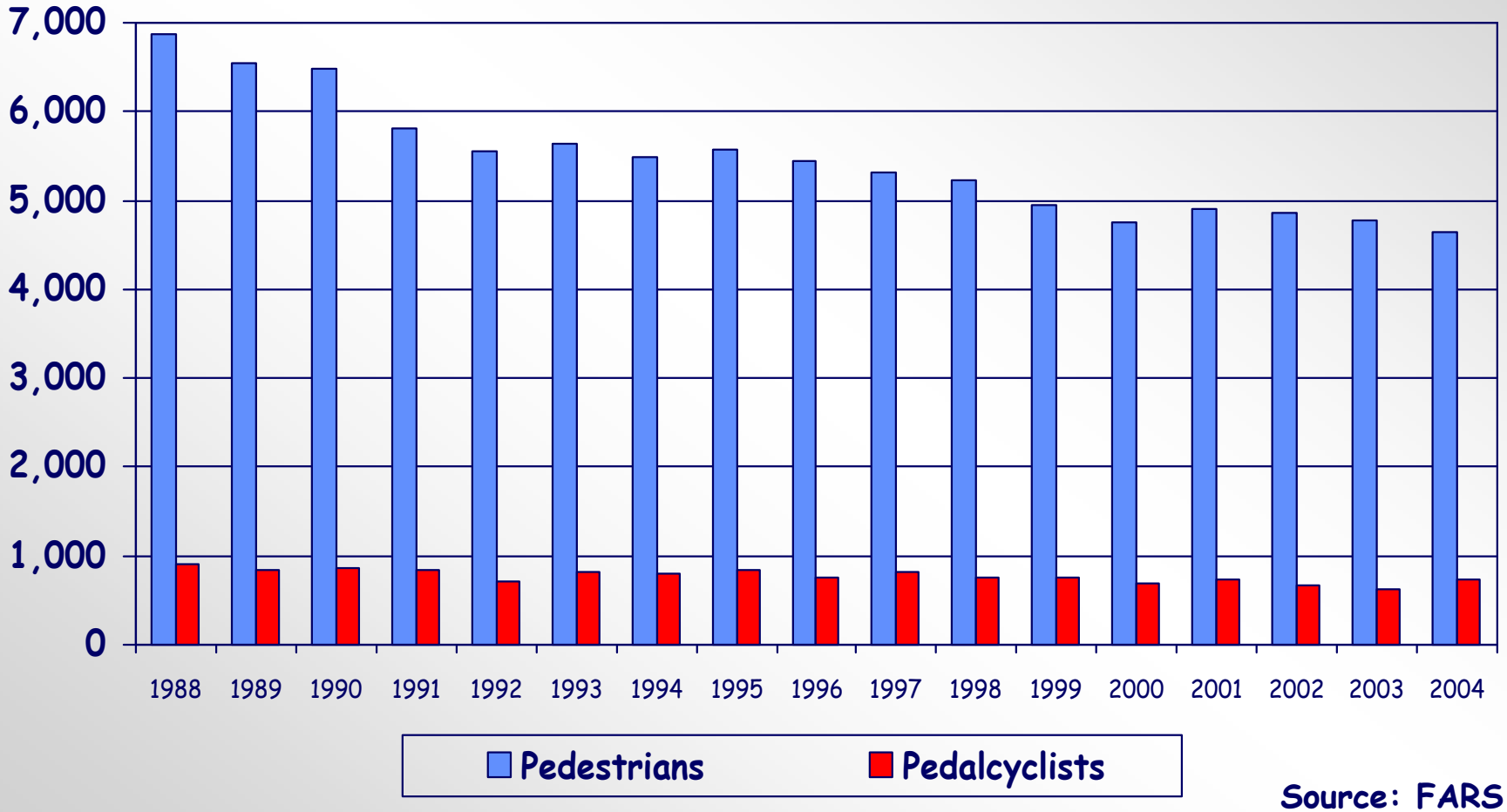
The Number of Non-Occupants Killed or Injured Declined

Non-Occupants Killed or Injured, by Type

Type	Year		% Change
	2003	2004	
Non-Occupants Killed	5,543	5,494	-0.9%
Pedestrians	4,774	4,641	-2.8%
Pedalcyclists	629	725	+15%
Others **	140	128	-8.6%
Non-Occupants Injured*	124,000	118,000	-4.8%
Pedestrians	70,000	68,000	-2.9%
Pedalcyclists	46,000	41,000	-11%
Others **	8,000	9,000	+13%

*Totals may not add due to rounding. Percentages computed after rounding. **Sources:** FARS, NASS GES
**Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

Pedestrians and Pedalcyclists Killed, by Year



Source: FARS

Other Focus Areas
Children and Youth

- Fatalities for Children Ages 0 – 3 increased by 3.2% after reaching an all time low in 2003
- Occupant Fatalities increased for the second year in a row

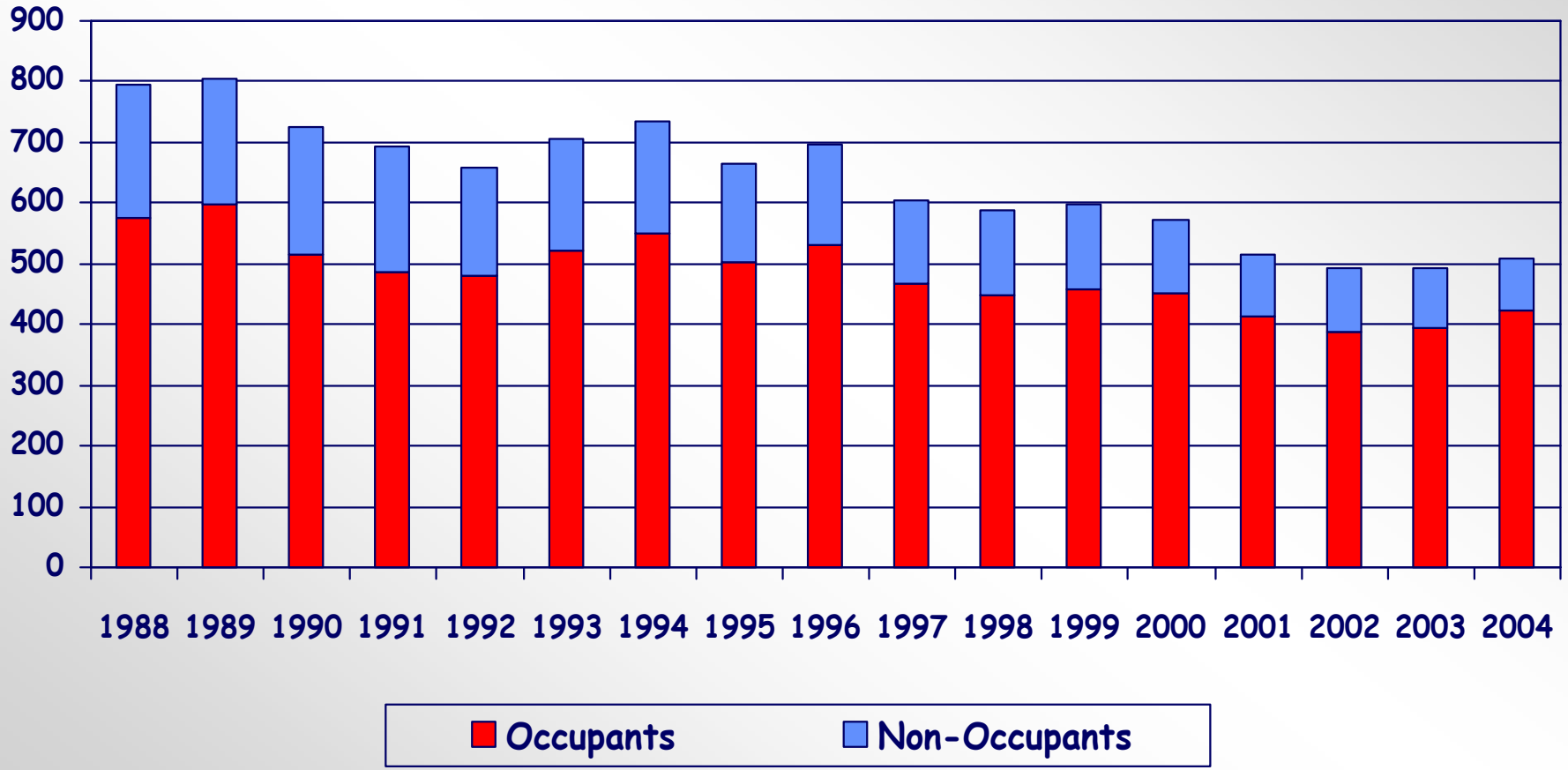
Children, Ages 0-3, Killed or Injured, by Role

Role	Year		% Change
	2003	2004	
Killed	494	510	+3.2%
Occupants	394	422	+7.1%
Non-Occupants	100	88	-12%
Injured*	49,000	44,000	-10%
Occupants	47,000	41,000	-13%
Non-Occupants	2,000	2,000	0%

*Totals may not add due to rounding. Percentages computed after rounding.

Sources: FARS, NASS GES

Children, Ages 0-3, Killed, by Year and Role

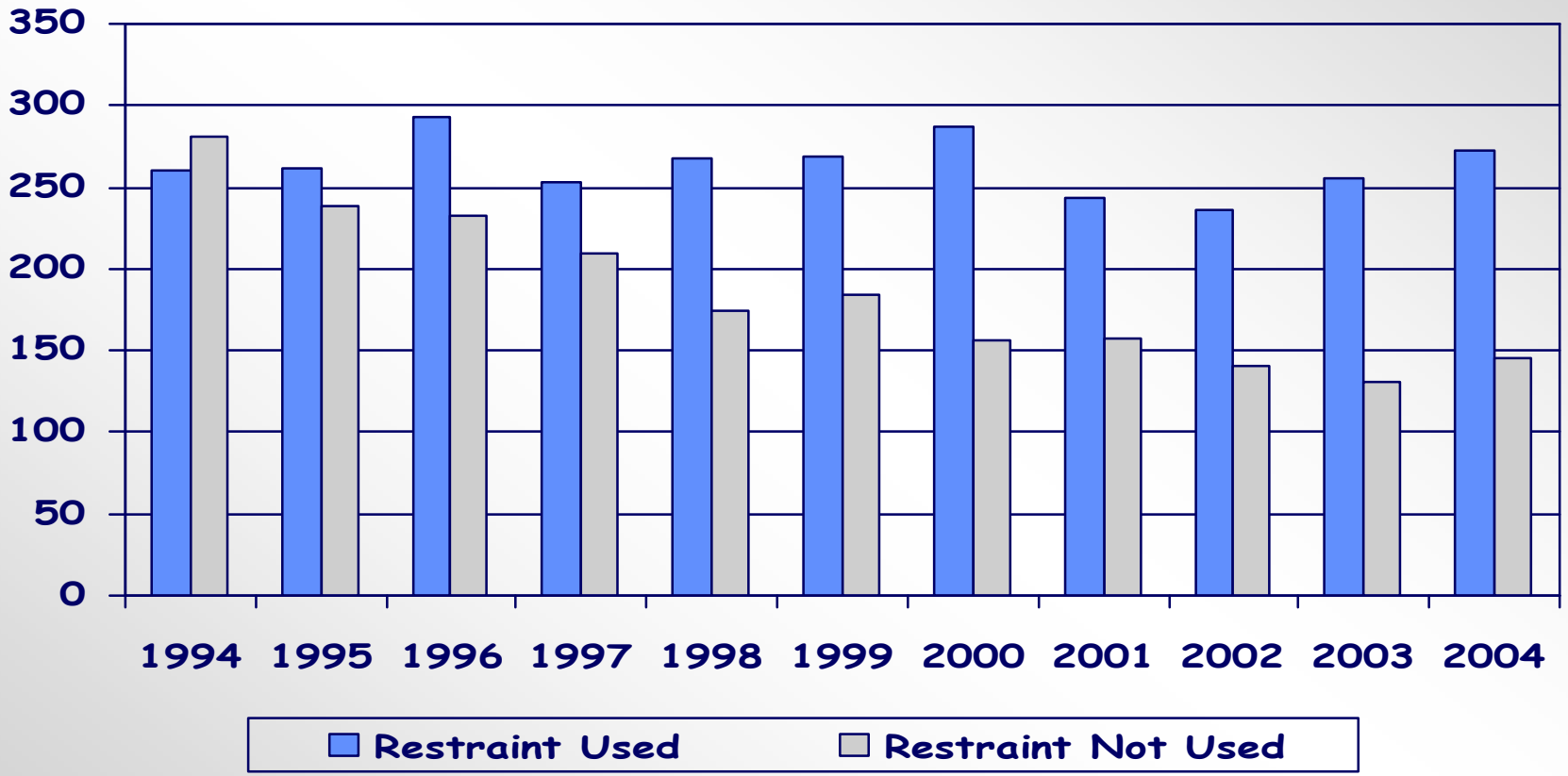


Source: FARS

Other Focus Areas
Children and Youth

The Number of Unrestrained Children Ages 0 – 3 Killed increased after declining for 4 years in a row.

Passenger Vehicle Occupants, Ages 0-3 killed by Restraint Use* and Year



*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.
Note: Totals may not add due to rounding.
Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc. **Source: FARS**

Other Focus Areas
Children and Youth

- Fatalities for Children Ages 4 – 7 increased by 2.7%
- Fatalities remained below 500 for the third consecutive year
- Vehicle occupant fatalities remained the same while non-occupant fatalities increased

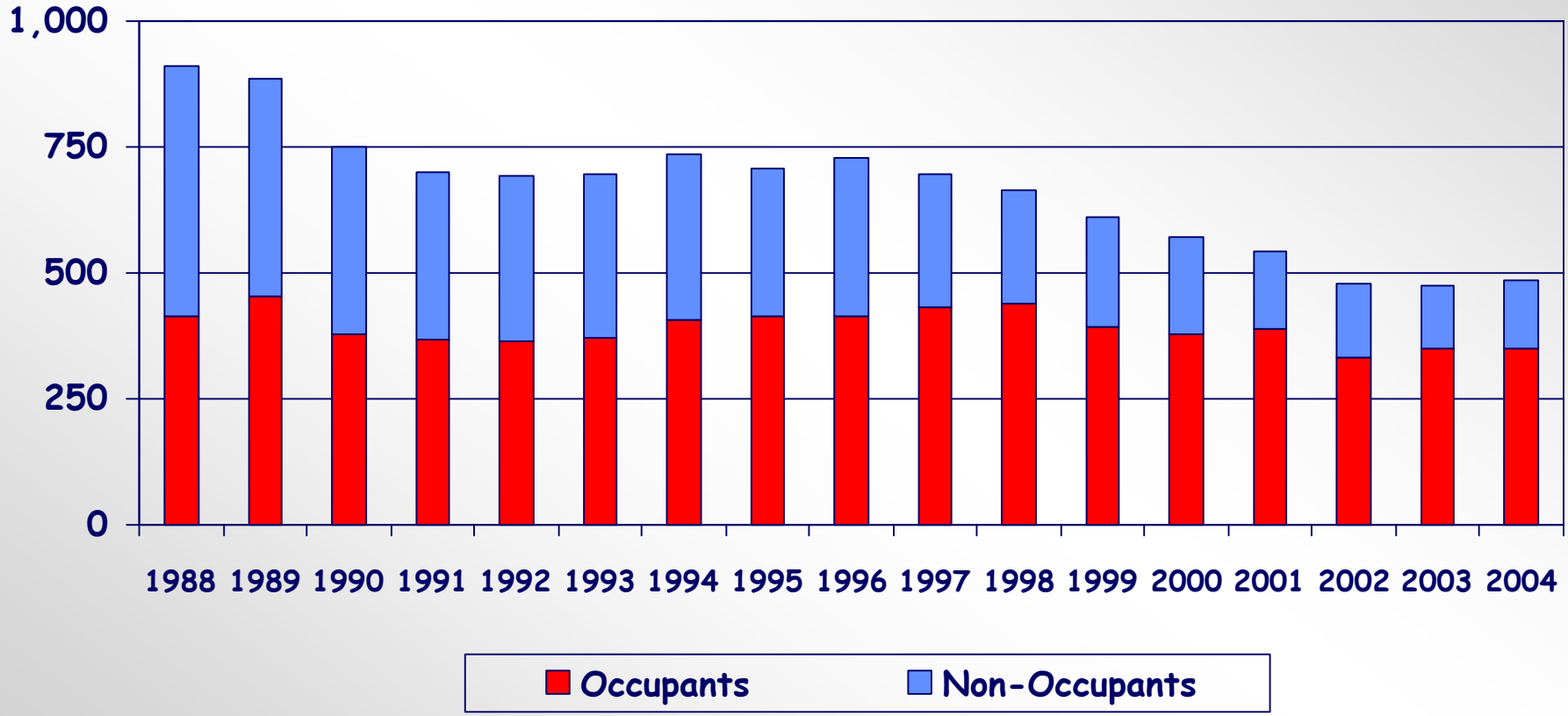
Children, Ages 4-7, Killed or Injured, by Role

Role	Year		% Change
	2003	2004	
Killed	474	487	+2.7%
Occupants	351	350	-0.3%
Non-Occupants	123	137	+11%
Injured	60,000	60,000	0%
Occupants	53,000	53,000	0%
Non-Occupants	7,000	7,000	0%

Note: Totals may not add due to rounding. Percentages computed after rounding.

Sources: FARS, NASS GES

Children, Ages 4-7, Killed, by Year and Role



Source: FARS

Other Focus Areas
Children and Youth

- Overall Fatalities in Children and Youth, Ages 8 – 15, remained unchanged

- Occupant Fatalities increased by 3.7%

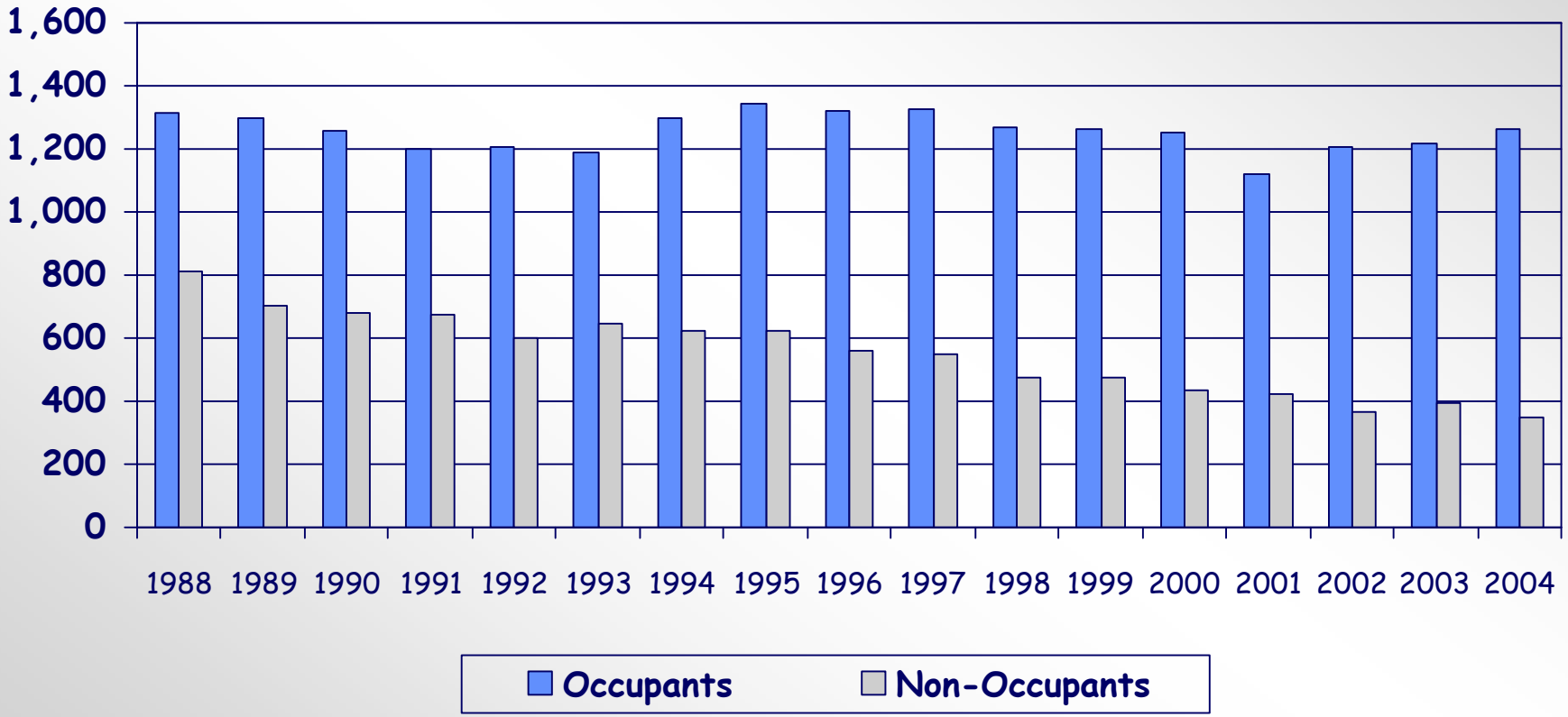
Children and Youth, Ages 8-15, Killed or Injured, by Role

Role	Year		% Change
	2003	2004	
Killed	1,611	1,608	-0.2%
Occupants	1,216	1,261	+3.7%
Non-Occupants	395	347	-12%
Injured	182,000	178,000	-2.2%
Occupants	153,000	152,000	-0.7%
Non-Occupants	29,000	26,000	-10%

Note: Totals may not add due to rounding. Percentages computed after rounding.

Sources: FARS, NASS GES

Children and Youth, Ages 8-15, Killed, by Year and Role



Source: FARS

Other Focus Areas
Young Drivers

- The number of Young Drivers (Ages 16 – 20) killed declined by 1.8%
- And Fatal Crash Involvements of Young Drivers remained essentially unchanged

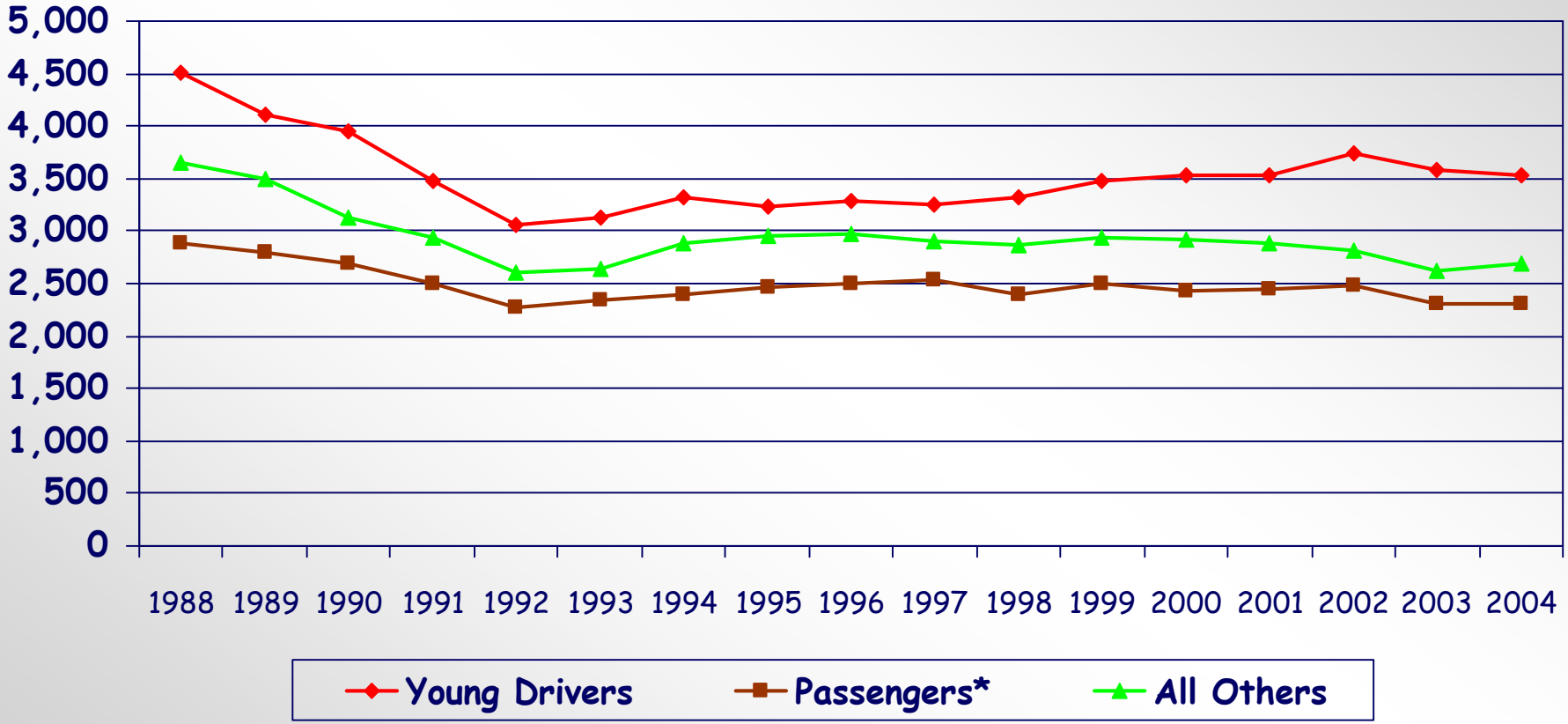
Number of Crashes and Persons Killed in Crashes Involving Young Drivers (Ages 16-20)

Crashes or Persons Killed	Year		% Change
	2003	2004	
Crashes			
Fatal	7,404	7,386	-0.2%
Injury	538,000	517,000	-3.9%
PDO	1,212,000	1,269,000	+4.7%*
Persons Killed			
Young Drivers	3,588	3,523	-1.8%
Male	2,596	2,522	-2.9%
Female	992	1,001	+0.9%
Passengers**	2,306	2,311	+0.2%
All Others	2,620	2,701	+3.1%

*Changes in Property-Damage-Only (PDO) crashes are statistically significant at 95% confidence intervals.
**In vehicles with young drivers

Sources: FARS, NASS GES

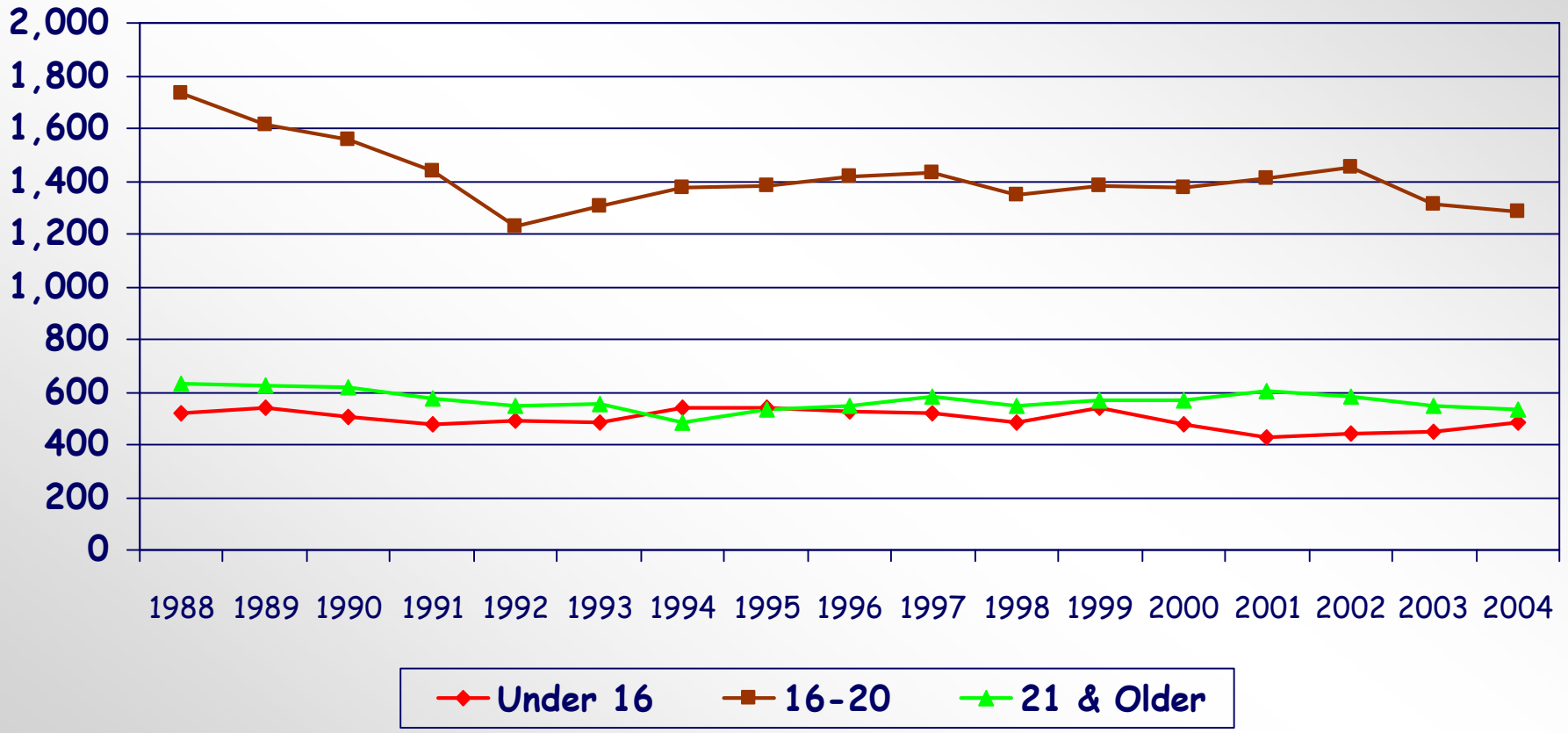
Persons Killed in Crashes Involving Young Drivers (Ages 16-20), by Year and Role



*In vehicles with young drivers

Source: FARS

Passenger Fatalities in Vehicles Driven by a 16-20 Year Old, by Year and Age of Passenger



Source: FARS

Other Areas Day/Night

Both Daytime and Nighttime Fatalities Declined

- Daytime: -128
- Nighttime: -59

Fatalities by Day/Night

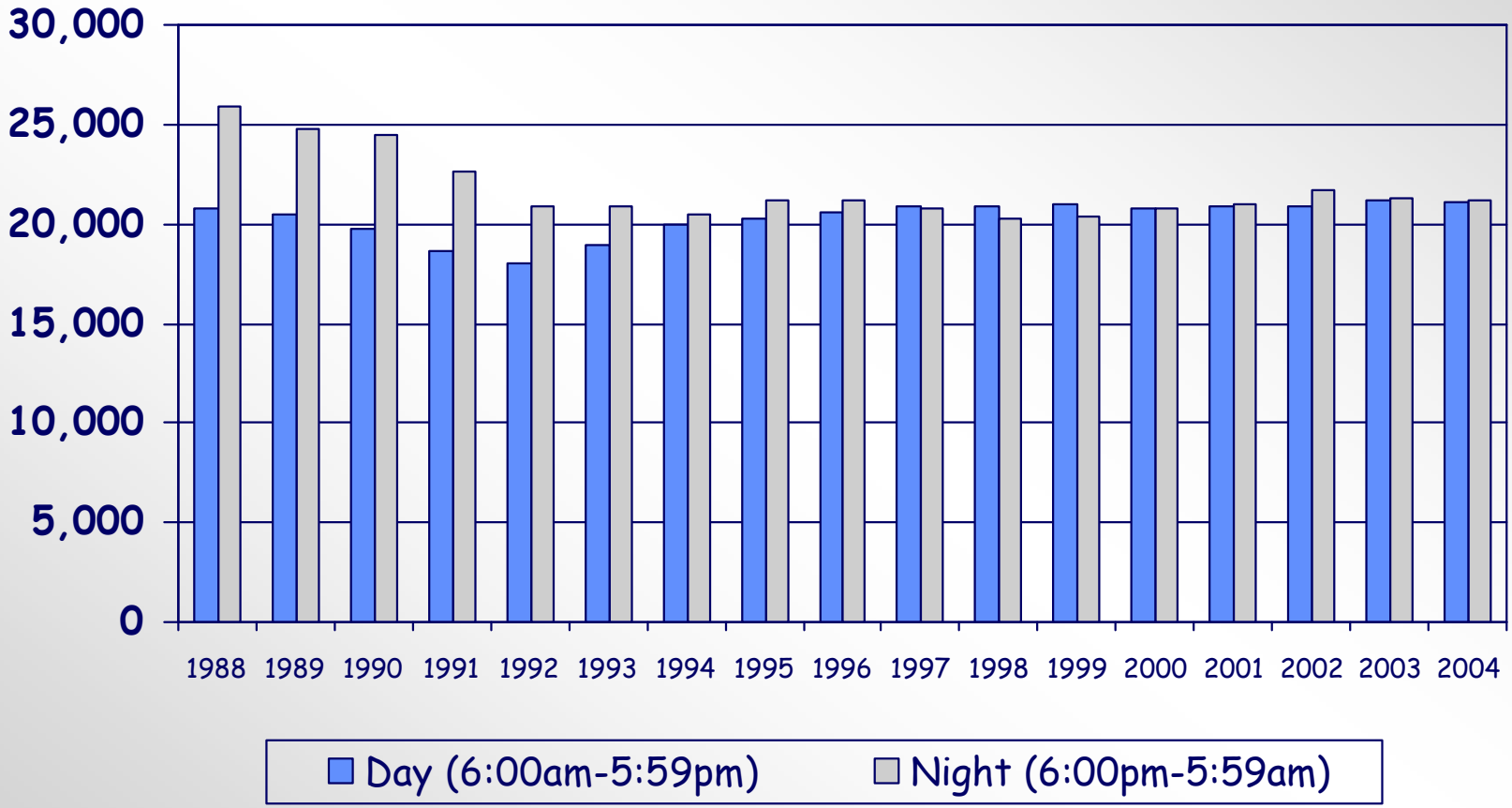
Time of Day	Year		% Change
	2003	2004	
Day	21,202	21,074	-0.6%
Night	21,247	21,188	-0.3%
Total*	42,884	42,636	-0.6%

*Total includes unknown time of day.

Source: FARS

Day (6:00 am – 5:59 pm)
Night (6:00 pm – 5:59 am)

Persons Killed in Crashes, by Year and Time of Day



Source: FARS

Other Areas Male/Female

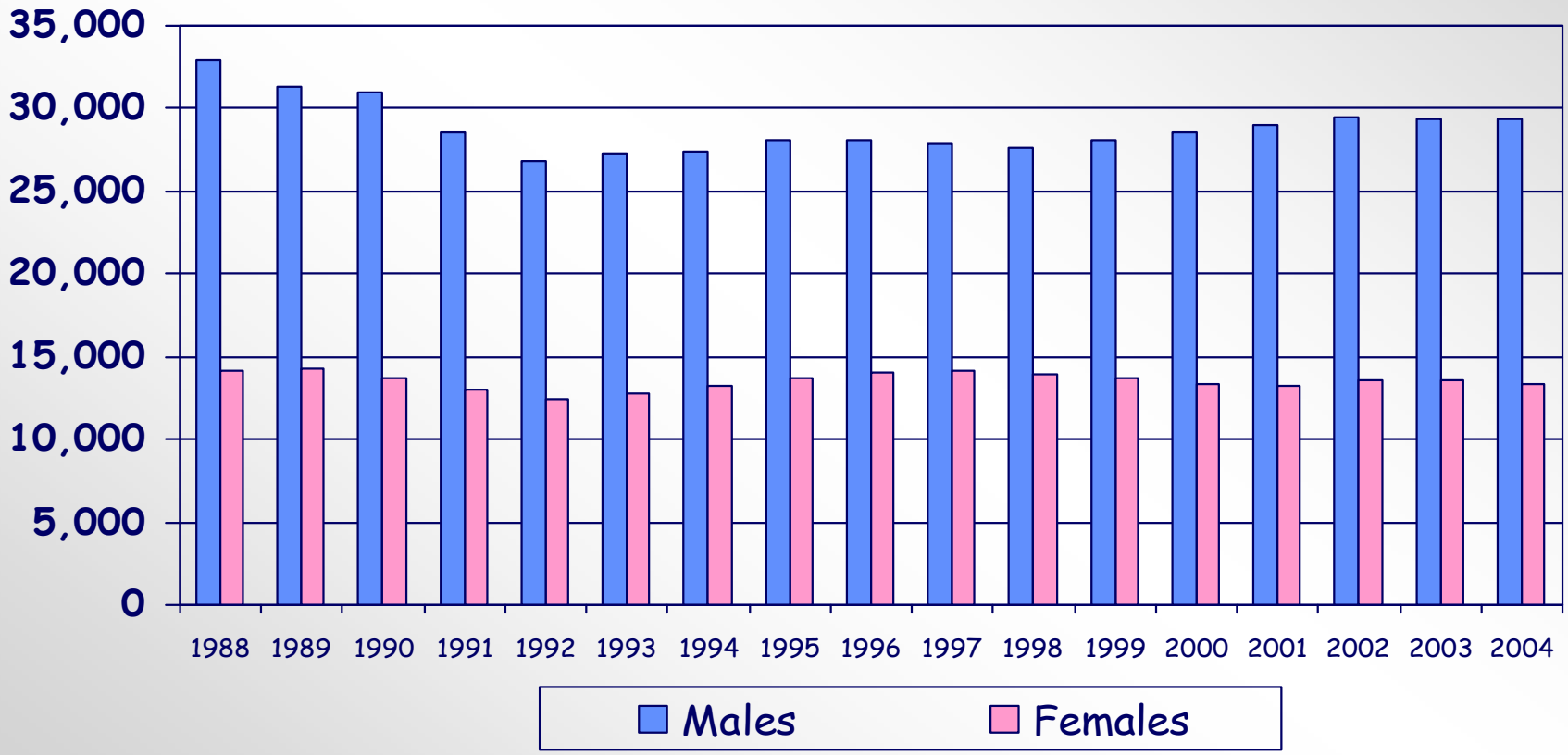
- Fatalities among males remained about the same
- Fatalities among females declined by 1.6%

Fatalities in Traffic Crashes, by Gender

Gender	Year				% Change
	2003		2004		
	Number	Percent	Number	Percent	
Male	29,346	68%	29,320	69%	-0.1%
Female	13,532	32%	13,310	31%	-1.6%
Unknown	6	<1%	6	<1%	0.0%
Total	42,884	100%	42,636	100%	-0.6%

Source: FARS

Fatalities in Traffic Crashes, by Year and Gender



Source: FARS

2004 Annual Assessment

Questions about the data in this report may be sent by E-Mail to:

ncsaweb@nhtsa.dot.gov

or

made by phone to:

1.800.934.8517